



# AMERICAN RAILROAD JOURNAL.

OFFICE, 35 WALL-STREET.

NEW-YORK, AUGUST 25, 1832.

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## CONTENTS.

Editorial Notices—Locomotive Power upon Inclined Planes.....	545	New American Locomotive Engine.....	548
New Engines.....	545	Saratoga and Schenectady Railroad, &c.....	548
Alleghany Portage Railroad.....	545	The Cholera.....	548
Canal Tolls, &c.....	545	Literary Notices.....	550
Description of Motive Power, and Disposition of Railroads.....	546	Home Affairs.—Summary.....	552
Law remitting the Duty on Railroad Iron.....	547	Foreign Intelligence.....	554
Boston and Ogdensburgh Railroad, &c.....	547	Miscellany.....	557
		Advertisements.....	559
		Bank Note Table.....	559
		Prices Current; Marriages and Deaths; Passengers.....	560

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**LOCOMOTIVE POWER UPON INCLINED PLANES.**—We have recently witnessed the performance of an experimental locomotive engine, constructed by Mr. Sands Olcott, upon an inclined plane, which we think well worthy the attention of Railroad Companies. Its construction is very simple, there being scarcely a wheel required to effect its operation in ascending or descending the plane, in addition to those necessary for its use on the level road; yet its performance upon an inclined plane, that rises 1 in 5, with a load nearly twice its own weight, was very satisfactory to those who witnessed it. This engine ascends or descends the inclined plane with great facility and safety, by means of a strong cable or chain—passing round a drum, beneath the frame and between the wheels of the engine—made fast at the base and summit of the plane, and resting between the rails upon something to keep it from the dirt. When a train is to ascend or descend, the locomotive moves over the end of the cable, which is passed round the drum, and again made fast to the windlass, turned by a crank, in order to draw it straight—after which the engine is put in operation, and the whole ascends or descends, or may be stopped in any part of the plane, without the least danger of running backward when ascending, as it is under the control of the engineer of the locomotive, who can of course manage better than an engineer at the stationary engine, and at a distance from the train. There is no delay in passing from the plane, as the advance of the locomotive, after it has gained the level road, ungears the windlass—the cable or chain is detached, and falls to the ground, and the train passes on. By this arrangement the rope remains stationary, and the friction or wear of it is much less, we should imagine, than where it is constantly ascending and descending the plane, upon grooved rollers. The simplicity of this im-

provement, if it should prove in practice what it promises in experiment, will render it a valuable acquisition to the moving power upon Railroads, as it may, at a small expense, be attached to locomotive engines now in use, and in a great measure, if not altogether, do away with that expensive appendage, stationary power. We are not, however, sufficiently acquainted with inclined planes, or steam-engines, either locomotive or stationary, to decide upon their merits. We shall, in our next, endeavor to give the result of further experiments, with a more intelligible description of its construction.

We saw, a day or two since, a new and beautiful Locomotive Engine at the West-Point Foundry establishment in this city, designed and nearly ready for the Hudson and Mohawk Railroad Company. It will, we understand, be completed in a few days—when we hope to be able to give a more particular description of it.

[From the London New Monthly Magazine for July.]

**IMPROVED STEAM ENGINE.**—The "Sheffield Iris" states that a great improvement in the steam engine has been recently made by Mr. George Rennoldson, of South Shields. This engine has three cylinders from one boiler, with the connecting rods on a triangular crank, so that while one piston is moving upwards another is going down, and another passing the centre, the pistons following each other in a regular division of time, and completely balancing each other as far as weight and pressure are concerned, the slides of course moving upon a smaller triangular crank. This engine has nearly as complete an equilibrium and uniformity of motion as it is possible to procure from a rotatory engine. The necessity of a fly-wheel is altogether superseded. It is so steady in its motion, indeed, as hardly to affect the frame in which it stands, and makes so little noise that it would scarcely be known to be at work, were it not seen to be so. Such an engine must necessarily be of great use in steamboats, in cotton factories, and in those manufactories at Birmingham and Sheffield where fine metal-work is wrought. An engine of this description will go in less bounds than those of the ordinary construction. A space of five feet four inches by seven feet nine inches will hold one from fifteen to fifty horse power; and engines of twenty horse power on this plan may be set within a frame five feet square. The present is a high pressure engine, but a very slight alteration would give it the condensing principle. From the great power it possesses, however, at comparatively a very light pressure of steam, it appears to be quite as secure as any condensing engine could be made.

Messrs. G. F. Hopkins & Son, of this city, have published in a very neat, and we are informed, in a very correct manner, the official act of the 14th of July, 1832, respecting Railroad Iron, and the Tariff Law, with the Treasury instructions in relation thereto.—[Daily Advertiser.]

[From the Rochester Daily Advertiser.]

The Railroad which is to connect the Erie Canal at Rochester with the head of navigation on the East side of Genesee River, is now almost finished. The tracks are laid across Main street, and in a few days will reach the Canal near Ely's mill, east end of the Aqueduct. Some elegant cars for the conveyance of passengers are "being made" at Hanford's establishment; and in a short time our citizens may have an opportunity of judging by a brief ride of the comforts of Railroad conveyance. This road is constructed under the direction of Elisha Johnson, Esq. and Judge Bates.

[From the Philadelphia Literary Gazette.]

**ALLEGHANY PORTAGE RAILROAD.**—A friend, who has recently visited the western part of this state, informs us that this great work, which will connect our eastern and western canals, is progressing with much industry. Many of the sections, where the work was not heavy, are nearly graded; and contracts have been entered into for laying the rails on the whole line. The works of greatest magnitude are a tunnel near the western termination of the line, 900 feet long and 24 feet wide, by 22 feet high, cut out of solid rock; and a viaduct of hewn stone across the Little Conemaugh River.

The tunnel is a stupendous work, which a mind unaccustomed to see the efforts of human industry would consider almost impracticable: the quantity of work done by the enterprising contractors, J. & E. Appleton, reflects much credit on their untiring exertion and skill; they drive the work night and day, and are now nearly half through: this tunnel shortens the distance of the road about two miles. The railing on the portage will be cast-iron, firmly secured to stone blocks; the road is 55 feet wide, calculated for two tracks.

From the present state of the work we think this valuable improvement will be in operation next summer. Much credit is due to the Canal Commissioners, and to Sylvester Welsh, Esq. the Engineer, for the permanent nature of the work, and for the spirited manner in which it has progressed.

The opening of the Railroad will form a new era in the annals of Pennsylvania. The cheapness of transportation from Philadelphia to Pittsburg, by this route, will give an impetus to trade, such as has not been experienced before. May those pioneers who have borne the heat and burden of our great state improvements reap the reward of their labors.

[From the Albany Argus.]

**CANAL TOLLS.**—The tolls collected on the Erie and Champlain canal for the month of July, amount to \$102,904 98—less by \$3,953 52 than the collections in July of last year. The tolls on Oswego and Cayuga and Seneca are greater than in July of last year. The increase on the Oswego canal is \$192 63, and on the Cayuga and Seneca \$725 44. The decrease of tolls for July on all the canals, compared with last year, is therefore only \$3,035 39; which is less than could have been expected, considering the great stagnation of business occasioned by the prevalence of the cholera.



[From Wood's Treatise on Railroads—Philadelphia edition.]  
DESCRIPTION OF MOTIVE POWER, AND DIS-  
POSITION OF RAIL-ROADS.

In the early periods of the history of Rail-roads, the disposition of the general line of the road into proper or uniform degrees of inclination, seems to have been an object of little moment. Most of the Railroads, descending in the direction the goods were to be conveyed, afforded an easy draught to the loaded carriages; and the descent was never so great, but that the empty carriages could be easily drawn up the acclivities. In some of the deep ravines, mounds of earth were thrown up, and some sudden and abrupt acclivities partially levelled; but trifling undulations do not appear to have been noticed. The horses, therefore, would, along the same line of road, be frequently subjected to very fluctuating degrees of draught. Upon some of the old wagon-ways, the horse was sometimes very heavily strained, and his action was, at other times, not required at all. When the wagon came to some of the descents, it was the custom to unhook him from the fore-part of the wagon, and cause him to follow behind, the wagons running of themselves; the horse thus followed until he arrived at a part of the road where the wagon would no longer run down; he was then again fastened to the wagon, until he arrived at another declivity, when his action was not required; and it was no uncommon thing to find him thus changed several times in the course of his journey.

The only motive power for a long time after the introduction of Rail-ways, was horses, and, so long as the wooden rail continued in use, the general load was from two to three tons, including the weight of the carriages. The only guide, in the formation of the road, appears then to have been, to enable the horse to drag that weight, and the road was sloped accordingly. It is interesting to trace the gradual advancement towards the present state of improvement, from the old roads, to those successively formed at the different steps of their progress; and the quantity of goods conveyed, at different periods, exemplify it in a very distinct manner. While the wooden rails without plates continued, the road followed almost always the undulations of the surface, except to avoid steep ascents; and where there was a separate road for the empty carriages, the latter invariably did so; no attempts seem to have been made to avail themselves of the action of gravity down the steep declivities; and the most disastrous effects were occasionally produced by the wagons running "a main," down the steep declivities. A brake, or convoy, being used, as above described, to regulate their descent, this brake was pressed by the man with more or less force, according to the declivity of the road, or the velocity with which he wished the wagons to descend. In wet or damp weather, the wheels, by *licking* up the dirt and mud from the rail, became so slippery that the action of the brake was almost destroyed, and the attendant having thus no power over the loaded carriage; it frequently got away, destroying everything in its course, perhaps killing the horses that happened to be upon the declivity, and was finally dashed to pieces at the bottom. These accidents were not uncommon, and the destruction caused by them, and the narrow escapes which the men themselves frequently experienced, are in the recollection of many now living. To obviate this inconvenience in wet weather, boys and men were employed strewing ashes upon the rails down the steep declivities, or, as they were termed, "runs," to cause the brake to take effect; and, in some states of the weather, where very steep declivities occurred, the work was obliged to be stopped entirely.

Frequently, where very steep descents occurred, for many days the work was laid off on account of the weather; a sudden shower of rain occurring, when any of the wagons were upon the declivity, set the whole away; and men were stationed to draw ropes, as booms, across the line of road, to stop their progress. If the ropes could be drawn across before their momentum became very great, the damage was less; but, if they broke the ropes, then the most disastrous effects followed.

When the double wooden way came into use, plated with iron, and occasional ascents intervened, more care was taken in forming the road, and a horse was enabled to take a chaldron wagon, containing 53 cwt. of coals, exclusive of the weight of the empty wagon; still, however, the evil occasioned by the wagons "running amain" down the steep declivities remained.

And when the cast-iron wheels were brought into use, the hind wheels of the wagon were still made of wood, that the brake might be enabled to take a

better hold in regulating the descent. The brake, for a long time, only acted upon the hind-wheels, and in that case I suppose they found it necessary to retain the wooden wheels, to secure sufficient hold. After it was prolonged beyond the fulcrum, and made to act upon both wheels, the effect being doubled, I presume they found its action upon the cast-iron wheels sufficiently powerful, on such descents as they traversed, to secure the proper hold; and the wooden wheels were therefore relinquished.

The next improvement was the adoption of iron rails, and then the load of the horse was increased to nearly double the quantity heretofore taken upon the wooden rail; and this also led to a complete change in the disposition of the road. By the substitution of iron-rails the resistance was so much diminished, that the brake could no longer afford security to the wagons descending steep hills; and recourse was obliged to be had to other modes of descending them, and of restraining the velocity of the wagons. It is supposed that those circumstances led to the adoption of what is called the "self-acting inclined plane," on which the surplus gravity of the loaded wagons was usefully employed in dragging the empty ones up to the plane.

The prevailing means of draught then was:—horses upon the level, or slightly descending, or ascending lines of road, and self-acting planes, upon the steep declivities.

Afterwards, when the steam engine became the prevalent moving power for almost every other mechanical purpose, its action was employed upon Railroads; in dragging the wagons up ascents on the line of road, by means of a rope extending from the engine to the wagons.

And lastly, the power of locomotion was given to the steam engine; and it was in that manner applied to drag the wagons along the more level parts of Railroads, without the intervention of a rope.

Having thus given an outline of the various species of motive power successively employed in transporting goods along Railroads, I shall now, for the sake of greater perspicuity, treat of them under their respective heads, viz:

1. HORSES.
2. GRAVITY, acting as self-acting planes.
3. STEAM-ENGINE, fixed with ropes.
4. STEAM-ENGINE, with locomotion.

#### I.—Horses.

Any description of this species of power would be quite superfluous. Of all quadrupeds, the horse is the best adapted for use as a moving power, especially in the way that his muscular action is here employed. In dragging carriages upon a Railroad, we can always adapt the line of draught to the direction of his muscular force, so that the greatest effect is thrown upon the line of traction. When a horse makes an effort to drag a carriage, he bends his body forward, and throws that part of the weight upon the collar, which is required to overcome the resistance of the carriage; and the muscular force of his legs is employed to keep up this action, and to move his body forward. His effort then is resolvable into two parts; viz: the action upon the load, and that required to urge his own body forward. No very satisfactory experiments have yet been made, to ascertain the precise amount of each; or what proportion the constant exertion which a horse is capable of bestowing upon the load bears to his own weight.

Dr. Desaguliers states the effect at 200 lbs., moved at the rate of two and a half miles an hour for 8 hours a day; or 200 lbs 20 miles a day. Mr. Smeaton found his performance less. Mr. Watt states it at 150 lbs., moving two and a half miles per hour. I shall not at present enter into this question, farther than what is necessary to determine the degree of inclination of road; beyond which it would not, on any account, be prudent, or even practicable, to employ the action of horses.

I shall assume 150 lbs. as the amount of a horse's power, at that velocity which should be kept up in conveying goods along a Railroad. I am aware, that occasionally, he may be able to exert considerably more power upon the load; but it must be at the expense of time, and should not therefore enter into the calculation. A moderately sized horse will weigh about 10 cwt. or 1120 lbs. Taking this as our datum, we may reckon his muscular exertion divided into eight parts; seven of which are required to urge his own weight forward, and one that of the load. Now, if the acclivity of the road be so increased, until the gravity of the horse's own weight amount to that proportion of his power which he is capable of exerting upon the load, then the muscular effort will be the same in both cases. He is capable of exerting upon the load a force equal to a se-

venth part of his own weight; and therefore the angle of inclination will be about  $8^{\circ} 15'$ ; and, upon this acclivity, the exertion required to overcome the gravity of the horse's own weight, is equal to the force he is capable of bestowing upon the load on a level plane.

In laying out a Railroad, therefore, with a view of employing the motive power of horses, all ascents should be carefully avoided; the diminution of his power being so very rapid, that very little effective power will be left for the action upon the load. Even on moderate acclivities, the road should, if the level of the two places will not admit of a moderate inclination, be divided into successive platforms, separated by short ascending planes, upon which some other species of power should be employed.

#### II.—Gravity.

The first introduction of inclined planes, whereon the gravity of a heavy body downwards was employed to assist, or effect, the moving of a less heavy body, up a plane inclined to the horizon, appears to have been upon canals; where the weight of the loaded boats lowered down were made to draw the empty boats up, a sloping plane, from one level to another.

In the year 1788, Mr. Reynolds completed, at the Ketley Iron Works, an inclined plane, formed of a double iron Railroad, by which a loaded boat, in passing down a frame constructed for the purpose, drew up some boats which were empty. Since that time many inclined planes have been made upon Railroads, for the purpose of drawing up the empty carriages, by the gravitating power of the loaded carriages down the plane.

On public and other Railroads, where the quantity of goods to be conveyed is fluctuating, and is, or is likely to be, the same in both directions, this species of power cannot be resorted to.

It is only where a preponderance of goods has to be conveyed in one direction, and where, upon any declivities occurring in the line of road, that preponderance is capable of overcoming the gravity of the returning carriages, that the action of gravity can be used to advantage.

It will therefore be of importance, in the subject of Railroad conveyance, to ascertain upon what declivities, with a given preponderating load, this power is available.

The object of all such inclined planes being to convey down a certain quantity of goods in a given time, and to do this with the least expenditure of power; in forming a Railroad, therefore, with a view of using this species of traction, it is not only necessary that the descent of the plane be such as to give a preponderance to the loaded carriages over those which are empty; but such a preponderance as will cause them to descend, and drag up the empty carriages with the requisite velocity.

If we give to the plane a greater inclination than requisite, we expose the rope and carriages to an unnecessary strain, and consequently to additional wear and cost; and if the inclination be not sufficient, the proper performance will not be accomplished. I shall, therefore, first of all, endeavor to develop the laws which govern bodies descending inclined planes, and afterwards give such practical illustrations, as I trust will render the subject a matter of easy calculation to those interested.

The phenomena of falling bodies is now well known, and the laws by which they are governed in falling down inclined planes.

The force with which a body is accelerated down an inclined plane, is to the whole gravitating force of the body falling freely; as the height of the plane is to its length, or as the sine of the inclination of the plane:—

Let  $H$  = the height of the plane,

$L$  = its length,

$W$  = weight of the descending body.

Then the gravitating force of the body down the plane, which may be expressed by  $G$ , will be

$$G = \frac{WH}{L} \quad (1)$$

Or, making  $I$  the inclination of the plane, we have  $G = W \sin. I$ .

If we make  $r = 16\frac{1}{2}$  feet, the space which a body will descend in a second by falling freely; and  $t$  = the time in seconds,

$$\text{Then } S = \sin. I \cdot r t^2 \text{ or } S = \frac{G}{W} \times r t^2 \quad (2)$$

$$\text{and } t = \sqrt{\frac{S}{G}} \quad \text{or } t = \sqrt{\frac{S}{W \sin. I}} \quad (3)$$



For instance, if the height of the plane be equal to the 36th part of its length, or the descent be 1 inch in a yard; then by (th. 1) the force by which the body is urged down the plane, will be equal to the 36th part of its weight; and (th. 2) the space which it will describe in the first second of time, will be the 36th part of 16 1-2 feet, or 5 13-36 inches; and by the laws of falling bodies, the spaces passed over being as the squares of the times, the space described at the end of any other time will be equal to the square of that time multiplied by 5 13-36 inches; and the time of descending the plane will be equal to the square root of the length in inches, divided by 5 13-36 inches.

This will be true when the body descends the plane by sliding, and without friction; but, as in practice, the carriages are generally placed upon wheels, which roll down the plane, and none are without friction, we must, therefore, make allowances for these causes of retardation, otherwise the result in practice will not accord with the theorem.

If a wheel, A, roll down an inclined plane, making G the centre of gravity, O the centre of oscillation, and S the point of suspension; then the force which accelerates the centre of gravity down the plane, will be that part of the accelerating force of gravity expressed by

$$\frac{SG}{SO} \times \frac{H}{L} \text{ or } G = \frac{SG}{SO} \sin. I \quad (4)$$

The friction of carriages moved on Railroads will be afterwards shown not to differ materially from a uniform resistance; we may, therefore, express the resistance opposed by friction to the body moving freely down the plane by F, and consider the gravitating force diminished in amount equal to F, or to the force opposing the free motion of the body down the plane by the resistance of friction. Hence, retaining the former symbols,

$$\text{we have } S = \frac{SG}{SO} \sin. I - F \times rt^2 \quad (5)$$

$$\text{and consequently } F = \frac{SG}{SO} \sin. I - \frac{S}{rt^2} \quad (6)$$

The above formula is on the supposition that the entire body rolls down the plane; but, in the case of wheel carriages, the wheels only roll down, while the body of the carriage travels at the same rate of speed as the centre of gravity, G. Let W = the weight of the body of the carriage, w = the weight of the wheels,

$$\text{Then } G = W + w \frac{SG}{SO} \sin. I$$

$$S = G - F \times rt^2 \quad F = G - \frac{S}{rt^2} \quad (7)$$

Or, as it may be more convenient to express the resistance in lbs., the following notation may, for practice, be retained.

$$F = W + w \sin. I - \frac{(W + w \frac{SO}{SG}) \times S}{rt^2} \quad (8)$$

$$\text{and consequently } t = \sqrt{\frac{(W + w \frac{SO}{SG}) \times S}{W + w \sin. I F \times r}} \quad (9)$$

We can thus determine the friction F, of any carriage or wagon by the formula (8), by causing it to descend a plane of a known declivity, and ascertain, for the space passed over in a given time; the difference between the space actually passed over, and that which the carriage ought to have described in descending freely, will be the diminution by the effect of friction, and will be a correct estimate of its amount.

This applies to a body, or a system of bodies, descending an inclined plane opposed only by their own friction and inertia; but, in practice, the principal use made of this species of motive power, is in employing the preponderance of a descending train of loaded carriages, to drag the returning empty carriages up the plane. The gravitating force of the descending train of carriages, is then not only opposed to their own inertia and friction, but also to the inertia, friction, and gravity of the ascending train of carriages; and if, as must always be the case,

the motion of these trains is affected by a rope, passed over a roll or wheel at the top of the plane, and over small sheaves upon the whole length of the plane: we must, consequently, in applying the previous theorem to practice, take all those resistances into consideration.

Let W' represent the inertia of the ascending train of carriages, rope, wheel at the top, and sheaves upon the plane.

F' = the friction of the descending train of carriages, the friction of the ascending train, their gravity, and the friction of the rope, wheel, and several sheaves upon the plane.

And  $G = W - \frac{H}{L}$  the gravitating force of the descending train or moving power.

$$\text{Then } S = \frac{G - F'}{W + w \frac{SO}{SG} + W'} \times rt^2 \quad (10)$$

$$t = \sqrt{\frac{(W + w \frac{SO}{SG} + W') \times S}{G - F' \times r}} \quad (11)$$

$$\text{Thus } F' = G - \frac{SO}{SG} \times \frac{S}{rt^2} \quad (12)$$

The preceding expression of W', is composed of the weight of the descending carriages, and inertia of the wheel and sheaves; the former is readily known, but the force required to overcome the vis inertia of the latter, and give them the proper velocity, will depend much upon form of the different sheaves, &c. In any system revolving round an axis, passing through the centre of gravity, the resistance which each particle opposes to a change in its angular motion, is, as the square of the distance from the centre of motion. In order, therefore, to find the force necessary to put the sheaves, &c. into motion—

Let Q = the quantity of matter, or weight of the body; SR the distance of the centre of gyration, from the axis of motion; and SD the distance from the axis, at which the force is applied to communicate motion to the sheave; then  $\frac{W \cdot SR^2}{SD^2}$  supposed

to be placed at the distance SD, from the centre of motion, will represent the same resistance to angular motion, as if the weight of each particle was multiplied into its distance from the axis. It is not perhaps necessary to pursue the inquiry with that minuteness, as to ascertain either by experiment or calculation the distance SR; if we take  $\frac{SR}{SD} = .5$ , W being 1, it will be sufficiently near for practice.

If, therefore, a = the inertia of the ascending train =  $a' + a''$ ; a' being the weight of the body of the carriage, and a'' that of the wheels.

b = the weight of the rope.  
c = the inertia of each wheel or roll, and c' that of the sheaves = half their weight.

Then  $W' = a + b + c + c'$   
And if F = the friction of the descending train,  
f = the friction of the ascending train,  
g = their gravity,  
p = the friction of the rope, sheaves, &c.

$$\text{Then } F' = G - \frac{(W + w \frac{SO}{SG} + a + a' + b + c + c') \times S}{rt^2}$$

consequently  $F' = F + f + g + p$ .  
And, therefore, having the friction of the carriages, and their gravitating force, the friction of the rope, &c. will be

$$p = F' - F + f + g \quad (13)$$

In the application of the inclined plane to practice, it will be requisite, as before stated, that the quantity of work should be done with the least cost; and this will be accomplished, when the descent of the plane is such, as will perform the work required,

without laying any unnecessary strain upon the rope employed for the purpose: this can be effected, either by employing a commensurate number of carriages upon, or by giving additional elevation to, the plane. Any body, or system of bodies, placed upon a plane inclined to the horizon, will, if the gravitating tendency of the body down the plane exceed its friction, begin to descend, and its motion will be accelerated according to the laws of falling bodies, and will pass down the plane in a certain time; and this will be the same, whatever be the number of carriages; but, if we employ this system of bodies, a train of carriages, to drag up a certain number of empty carriages by means of a rope, we shall require a certain preponderance of gravitating force to accomplish it in a given time; we can, therefore, either increase the number of carriages, until the aggregate sum of their gravitating forces amount to this preponderance; or we can, by elevating the plane, increase each individual gravitating force, until we acquire the same preponderance.

If we are restricted as to the number of carriages that can be conveyed down at a time, we must then necessarily have recourse to the latter method; but, if no such restriction exist, we can then give to the plane that elevation which will perform the work with the best effect. The proper inclination of planes cannot, however, be found without a perfect knowledge of all the circumstances attending their mode of action: such as the friction, the wear of ropes, &c. I shall, therefore, pass over these considerations at this time, and refer to them again.

**RAILROAD IRON.**—The following is a copy of the act for the remission of the duties on Railroad Iron: An Act to release from duty Iron prepared for, and actually laid on, Railways or Inclined Planes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That when it shall be satisfactorily proved to the Secretary of the Treasury, that any Rail Iron imported for the purpose of being applied in the construction of any Railroad or Inclined Plane by any State or incorporated company, has been actually and permanently laid on any such Railroad or Inclined Plane, that then, and in that case, he may allow a drawback of the duty on such Railroad Iron so laid, or if the duty shall have been actually paid, he may refund the same, anything in any act to the contrary notwithstanding: Provided, that no Iron shall be considered as Railroad Iron but such as is prepared to be laid upon Railroads or Inclined Planes, without further manufacture.

**BOSTON AND OGDENSBURG RAILROAD.**—Our readers will doubtless recollect that this splendid project excited much attention and solicitude two or three years ago; public expectation was greatly increased in consequence of the Montpelier Convention; and yet from that moment it seems to have died away on the public mind like the remembrance of a pleasing dream. We are much gratified however to perceive that the project has not been lost sight of by the invisible prompters behind the curtain. At the late session of the New Hampshire Legislature an act was passed, incorporating the "Boston and Lake Ontario Railroad Company," and it will be seen by reference to the notice in another column that application will be made to our Legislature, at its next session, for a similar act of incorporation. The whole line will then be laid open under the sanction of the laws of four different states:—Massachusetts, New Hampshire, Vermont and New York.

Then will come the tug of war—the means of execution. On this point there is no reason for despondence. The great capitalists of Boston are awake to the importance of the enterprise, and there is good ground for believing that, through means of foreign and domestic capital, the road will be made from Boston to this place, within a much shorter period than many of its warm friends dare hope at this moment. That part of the road from Boston to the New Hampshire line, via Lowell, is now in a vigorous train of execution; and our neighbors on the opposite of the Lake are forging out another bright link for the great chain, in the Port Kent and Ausable Rail-Road, fifteen miles, on the route explored by the scientific Mr. Hayward, of Boston, who subsequently surveyed the entire route to Ogdensburg. [Burlington Free Press.]

**TAYLORSVILLE, Aug. 10.**—We have commenced opening the new road from Richmond to Fredericksburg, and have opened it about five miles, and a beautiful road it is. We shall commence again in a few days, and hope by the 1st of September to have



it opened from Golansville to the Henrico line. The distance will be—

Brook Turnpike	5 3.8
Taylorville	12 1.2
Golansville	9 7.8
Fredericksburg, old road now travelled	24
which can be shortened at least 3 miles.	
Total.	52 1.8

The annexed account of the trial of a new Locomotive Engine, of American manufacture, by Messrs. DAVIS & GARTNER, of York, Pa., affords us much pleasure, as we have heard it remarked that steam engines could not be used upon the Baltimore and Ohio Railroad, without material injury to the rails, in consequence of the curves—some of which are constructed upon comparatively short radii. This trial we should think, would do away that impression; as it must be considered, for a first trial of a new engine, as altogether successful, and highly satisfactory to the Railroad Company, as well as to the manufacturers. We should be very much obliged if the gentlemen concerned in its construction, would furnish us with a drawing and a description of the machine, that we may have an engraving made for this Journal.

We would here observe that we should be under obligations to any gentleman who may have made, or may hereafter make improvements in Railroad machinery, to furnish us with drawings, and permission, if not improper, to publish them. It may promote their interest, and render our Journal more interesting.

[From the Baltimore Patriot of August 17.]

"There is one great advantage in this horse; he neither eats nor sleeps, nor costs any thing in shoeing, and amble without wings in such a manner that his rider may hold a cup full of water in his hand, without spilling a single drop, his motion is so smooth and easy, for which reason, the fair Magalona delighted much in taking the air upon his back."

"I should be glad to see this same beast," replied Sancho. [Don Quixote.]

A horse which the discerning Sancho would have pronounced of the same merit and mettle as the famous "Wooden Peg the Winged," having been constructed by those ingenious magicians, Messrs. Davis & Gartner, of York, Penn., a trial was made yesterday of his speed and bottom, which resulted very much in favor of his pedigree. With a train of six passenger cars, conveying about 90 passengers, he left the Pratt street depot at four minutes past six in the morning, and conveyed his burthen, a fair portion of which consisted of ladies, in a very gallant style to Ellicott's Mills, in one hour precisely. The party having breakfasted here, proceeded to the foot of the Inclined Plane, No. 1, a distance of forty-one miles from the depot, which was accomplished by 28 minutes past ten o'clock, the actual time of travel, exclusive of stoppages, being three hours and ten minutes, which is at the rate of nearly 13 miles the hour. At the foot of the inclined plane, all the passenger cars from Frederick, except one, were added to the returning train, which started at eight minutes past twelve; and the first 15 miles of the return were accomplished in an hour. Ten miles and a half were done in forty minutes. At twenty-three minutes past three P. M. the cars reached the Pratt street depot, where they were detached from the locomotive, in order to be brought into town by horses. The actual time consumed in returning (the stoppages amounting to fifteen minutes) was precisely three hours, a little more than 13 miles the hour. We have subjoined more particularly the times in which various distances were accomplished. It must be recollected that the elevation overcome in the 41 miles to the foot of the inclined plane was 567 feet, the actual height of that point above tide being 633 feet. From the mouth of Gillis' Falls to the foot of the plane, a distance of four miles, the elevation varies from 32 to 57 feet the mile; yet this part of the road was ascended in 18 minutes, or at the rate of 18 miles an hour; the engine not using all its power, but throwing off redundant steam a great portion of the time. The whole time lost in stoppages in ascending and returning, was three hours twenty seven minutes; so that the 82 miles were accomplished in the actual time of five hours fifty-two minutes.

This satisfactory trial, we presume, will induce the company forthwith to apply steam power on the road for the transportation of both passengers and burthens. The engine, on this trip, performed what ordinarily requires the labor of 52 of the company's

horses; and the engineer and two assistants served the purpose of six drivers.

We were insensible of any loss of speed at the curvatures, which are the greatest on this part of the road; on the contrary, the huge bulk moved along with regular and astonishing speed, apparently unretarded either by the winding or the ascent of the way. This speed is quite adequate to what is required or desirable on the road. The delay from the necessary stoppages will moreover be diminished considerably hereafter. Yesterday, for example, ten minutes were sometimes consumed in "watering,"—which, by providing a proper head of water, may easily be done in two minutes. The power of the engine was never fully tested, steam being constantly let off the whole way. A few days since, with a heavier train, it performed the distance from town to Ellicott's Mills, 13 miles, in 54 minutes. The fuel is anthracite coal; less than half a ton was used in the ascent of the 41 miles.

This very successful experimental trip naturally gave great satisfaction. In the short time of five hours fifty-two minutes, the party had travelled, without fatigue, what was equivalent to one-third of the journey to the Ohio, by the contemplated road, with a company of 90 persons, (145 in returning,) with a weight of 50 tons, and with a single engine; establishing the fact, that within the twenty-four hours, a merchant might travel from the mouth of the Patuxet to the banks of the Ohio. How short a time since such a vision of improvement would have cast a doubt on the sanity of the prophetic seer!

In order to show that the powers of the engine remained unabated until its return to the Depot at Baltimore, we subjoin the following statement of the rate at which it travelled from the Mills to town.

	Min. Sec.
From Depot Ellicott's Mills to Mile post	
No. 13 was run in	30
From 1st mile post to 2d	5 15
2d to 3d	4 37
Next Mile	4 33
do	4 35
do	4 40
do	4 40
do	4 20
(17 1.2 m. hour) Gadsby's run embankment	3 25
Next Mile	4 25
do	4 20
do	4 52
do	3 28
To Depot Switch	2 50
Thence to end of mile	1 40

	H.	M.	S.
Time of arrival	3	31	10
Starting	2	33	
	58	10	for Trip, or 13 miles } in 57.40. }

[From the Saratoga Sentinel.]

SARATOGA AND SCHENECTADY RAILROAD.—It is now between five and six weeks since this road was opened, and though, owing to the cholera, there has been a general suspension of travel in the country, and not more than an eighth or tenth the usual number of summer visitants at the Springs, still the receipts on the road have much exceeded what was anticipated when it commenced running. They have thus far exceeded 75 dollars per day, and were more than \$600 last week. This of itself is sufficient to show that the estimates of income heretofore made have not been exaggerated; for if out of an eighth or tenth of the usual business, and the northern travel almost wholly cut off, such an income is received, it seems to be placed beyond all doubt, that with a healthy season, a return of business and of travel, the receipts will be very heavy. If the present, indeed, may be considered an index, and the travel should be at the same ratio when we have an ordinary season, the receipts would not be less than four to five hundred dollars a day during the months of July and August, and would be very handsome during the spring and autumn; and this, too, without taking into account the freight which will be conveyed. We have seen enough to satisfy us that this road will prove one of the most lucrative investments in the State.

The London and Birmingham Railway Bill was lost in the House of Lords on Tuesday last, by the Committee dividing on the question whether "such a case had been made out as would warrant the forcing of the proposed Railway through the lands and

property of so great a number of dissentient Landowners and Proprietors," the quantity of land required for the Railway which belonged to owners who dissented and to those who did not dissent being nearly equal. No evidence was adduced to impugn the case for the Railway; so that the failure of the Bill must be referred exclusively to the dissent of landowners.

In consequence of this decision of the Committee a meeting was held of Members of the two Houses, and other persons friendly to the measure, at which Lord Wharcliffe presided, and at which the opinions appear to have been unanimous as to the national utility of the undertaking and the probability of success in another session; and to these opinions we attach the greater weight from the character of the Members who delivered them. Some encouragement of this sort is required to reconcile a very numerous and influential part of the public to their severe disappointment.

We forbear touching on the principle which regulated the decision of the Committee, from deference to the judgment of the Noble Chairman of this meeting; but we trust that, before the Bill is again brought into Parliament, the arguments of his Lordship, and the other enlightened friends of the measure, will have induced the Noble Lords who have hitherto opposed it, to view the question in a different light. The promoters of the Bill must on no account be discouraged by a first failure.—[English Paper.]

SCHENECTADY, August 16.

To the Editor of the Albany Evening Journal:

Sir—I observed in the Journal of this evening a statement, "that a small boy was run over, and instantly killed, this morning, by the Railroad Locomotive Engine." The statement is entirely without foundation; and I am unable to discover the motive which induced your informant to make it. No accident has occurred to give the least ground for the report. Respectfully, your obedient servant.

JOHN B. JEVIS, Engineer M. & H. R. R. Co.

Canal Breach.—A breach occurred in the canal at Utica, on Saturday night, by reason of heavy rain. It will probably take ten days to repair it.

### THE CHOLERA.

Friday, August 17.—The new cases to-day are, in the city at large, 28, and 11 deaths; in the Hospitals, 25 cases, 8 deaths; at Yorkville, 9 cases, 1 death; at Bellevue, 1 case, 1 death.

BROOKLYN, Aug. 16.—Number of new cases not ascertained; deaths 4.

FLATBUSH.—The disease in this village has been uncommonly malignant: there have been about 12 deaths, chiefly colored persons. On the 16th 3 deaths were reported.

YONKERS, West Chester.—From July 22d to Aug. 6th, there were 9 cases and 5 deaths. No new cases since the 6th.

POUGHKEEPSIE, August 14.—No new cases, no deaths. The whole number reported since the commencement, 152 cases, 97 deaths.

HONESDALE, (N. Y.)—John Talmadge, recently from New-York, died at that place on Tuesday, the 14th inst.

HYDE PARK.—Two cases reported on the 12th, at the lower part of the village; one dead, one convalescent. On the 13th, 1 case and 1 death.

ALBANY, Aug. 16.—New cases 8, deaths 3.

CANAJOHARIE.—A Canal boat passed through this place, says the Canajoharie Telegraph, on the 5th instant, having on board a great number of German and French emigrants. Three deaths had occurred on board, one of small pox and two of cholera. The captain and hands belonging to the boat had taken the horses and left the passengers, who have made arrangements to prosecute their way to Buffalo.

ROCHESTER, Aug. 12.—The Board of Health report 9 new cases and 1 death. On the 13th, 10 cases and no deaths.

BUFFALO, Aug. 10.—New cases 5, deaths 4, within the last 24 hours. On the 8th, new cases 4, deaths 0. On the 9th, new cases 2, deaths 3.

NEWARK, Aug. 14.—1 case. On the 15th, 5 cases and 1 death. On the 16th, 4 cases and 1 death.

NEW-BRUNSWICK.—From the 7th to the 14th, 100 cases and 18 deaths in private practice, and in the hospital 7 cases and 4 deaths. Total 107 cases and 22 deaths.



PHILADELPHIA, Aug. 16, noon.—New cases 94, deaths 30.

CITY OF BOSTON, Aug. 15, 1832.—9 o'clock, P. M.—Having been informed that a person residing in South-street Place has died of the Spasmodic Cholera this afternoon, and from the lateness of the hour it not being convenient to assemble the Board of Health Commissioners, I have deemed it expedient to give this public notice of the event.

CHARLES WELLS, Mayor.

Saturday, Aug. 18.—The new cases to-day are, in the city at large, 38, and 6 deaths; in the Hospitals, 32 cases, 10 deaths; at Yorkville, 6 cases, 3 deaths.

BROOKLYN, Aug. 17.—In the village, new cases 12, deaths 7. In the hospital, new cases 2, deaths 0. Aug. 18.—New cases 4, deaths 0.

SING-SING, Aug. 17.—New cases 1, deaths 0.

POUGHKEEPSIE, Aug. 15.—In the village, new cases 4, deaths 4. On the 16th, new cases 5, deaths 5. On the 17th, new cases 3, deaths 1. In the County Poorhouse, 1 new case. Total cases from the commencement, 104; deaths 73.

ATHENS, (Greene Co.)—From the 3d to the 14th, there have been 7 cases and 6 deaths.

ALBANY, Aug. 17, 12 M.—New cases 22, deaths 5.

TROY, Aug. 14.—Deaths 3. Aug. 15, deaths 1. Aug. 16, deaths 3.

WHITEHALL.—From the 2d to the 9th August, 1 death in the village, and 2 of persons belonging to it; one five miles south of it, the other at Shoreham, Vt.

SCHENECTADY, Aug. 13.—Deaths during the past week 10; of which 6 were from cholera.

ROTTERDAM, Aug. 13.—During the past week, 5 or 6 cases and 2 deaths.

SALINA.—Three severe cases have occurred here within a few days—2 fatal.

LIVERPOOL, Aug. 10.—1 case and 1 death. On the 12th, 1 case. On the 13th, 3 cases and 2 deaths.

GLEN, Aug. 8.—There have been in all 5 cases and 3 deaths in this town. In the County Poorhouse 10 cases and 4 deaths.

ROCHESTER, August 14, 4 P. M.—New cases 23, deaths 7.

BUFFALO, Aug. 11.—New cases 3, deaths 3.

PROVIDENCE, August 15.—One new case, a black man—convalescent.

PHILADELPHIA, August 17, noon.—New cases 90, deaths 26.

WILMINGTON, (Del.)—On the 13th, the Medical Board reported seven new cases of cholera, with two deaths; two of the cases having occurred in Brandywine village. Two patients have died since.

Sunday, Aug. 19.—The new cases to-day are, in the city at large, 28, and 9, deaths; in the Hospitals, 28 cases, 9 deaths; at Bellevue, 1 case, 0 death.

Monday, Aug. 20.—In the city at large, new cases 28, deaths 9; City Hospitals, cases 27, deaths 9.

We learn that four seamen from the U. S. ship Fairfield, passengers by the packet schr. Portsmouth, which arrived on Wednesday from Norfolk, died on the passage. Capt. Henry Heliker, the master of the Portsmouth, a worthy and respectable man, died in this city on Saturday of cholera.—[Mercantile.]

BROOKLYN, Aug. 18.—New cases 4, deaths 0.

Aug. 19.—New cases 10, deaths 7.

SING-SING PRISON.—Total number of cases from commencement 281, deaths 89.

ALBANY, Aug. 17.—New cases 12, deaths 5.

Aug. 18.—New cases 26, deaths 14.

GREENDUSH, Aug. 16.—New cases 3, deaths.

ROCHESTER, Aug. 15.—New cases 26, deaths 11.

BUFFALO, Aug. 13.—New cases 3, deaths 5.

SCHENECTADY.—There have been in this village within a few days, 6 cases and 4 deaths.

FREDONIA.—Since the last report, new cases 6, deaths 3.

SACKETT'S HARBOR, Aug. 14.—One fatal case on the 7th; no new cases since. The village healthy as usual.

UTICA, Aug. 16, 1 P. M.—From Monday 13th to 16th, there were 23 cases and 14 deaths. A letter of the 16th, 4 P. M. states that "the utmost consternation prevails; families are removing, stores closing, and business at a stand. Contrary to all

expectations, the cholera has attacked those persons who were to possess correct habits, and who moved in the first sphere in society; but now the cholera begins to attack the dissipated and the filthy."

ODDENSEBURN, Aug. 14.—New cases the preceding week 16, deaths 4.

PRINCETON, Aug. 18.—Since last report, new cases 8, deaths 2.

TRENTON, Aug. 18.—Since last report, new cases 0, deaths 3. Hospital cases from commencement, 24, of which 16 have died, and 8 recovered.

PHILADELPHIA, August 18, noon.—New cases 74, deaths 18.

WILMINGTON, (Del.) Aug. 15.—New cases 8, deaths 1; on the 16th, new cases 4, deaths 2.

NORFOLK.—13th, 31 new cases, deaths 14. Of the deaths only 11 were whites.

In PORTSMOUTH the disease is rapidly abating. Total new cases in the last 72 hours 18. Of these and previous cases there have died in the same period only eight.

St. LOUIS, Aug. 12.—The St. Louis (Missouri) Free Press states that the cholera is raging in that city, and that a great many fatal cases had occurred.

Tuesday, Aug. 21.—New cases in the city at large 24, deaths 8; at the City Hospitals, 20 cases, 6 deaths.

BROOKLYN, Aug. 20.—The physicians have made no report this day. Intermittents the last 24 hours 11; cholera 6.

ALBANY, Aug. 20.—New cases 12, deaths 10.

MANLIUS.—Two cases, 1 dead.

ROCHESTER, Aug. 15.—New cases 26, deaths 11; the greatest number since the disease commenced.

Aug. 16.—New cases 15, deaths 4.

Aug. 17.—New cases 22, deaths 6.

BUFFALO, Aug. 13.—New cases 3, deaths 5.

NEWARK, Aug. 17.—New cases 2, deaths 1.

PHILADELPHIA, Aug. 20.—New cases 54, deaths 18.

NORFOLK, Aug. 16.—The Board of Health have resolved in future to report only the daily interments without designating the diseases. The interments reported on the 14th were 22; on the 15th, 19; and on the 16th, 26. Total in 3 days, 67. Of this number only 18 were whites.

PORTSMOUTH, Aug. 15.—In the last two days, new cases 17, deaths 9.

SUFFOLK, Aug. 14.—Several cases, and a few deaths.

ELIZABETH CITY, (N. C.) Aug. 15.—In all 3 cases, 2 deaths, and one recovering—all colored: The 2 who died were man and wife, very dissipated. Capt. Folk, of the schr. Cyane, was attacked this morning, and is very ill.

Wednesday, Aug. 22.—The new cases to-day are in the city at large, 28, deaths 15; at the City Hospitals, 18 cases, 5 deaths; at Bellevue, 2 cases, 2 deaths.

BROOKLYN, Aug. 21.—New cases 9, deaths 1.

SING-SING, August 21.—New cases 4, deaths 2.

HAVENSTRAW, Aug. 20.—Whole number of cases since the 12th 7, deaths 2.

ALBANY, Aug. 21.—New cases 17, deaths 5.

TROY, Aug. 20.—Deaths from Cholera for the last four days ending this day, 4.

UTICA, Aug. 18.—New cases 34, deaths 9.

LOCKPORT, Aug. 15.—New cases 2, deaths 2.

BATAVIA, Aug. 16.—New cases 1, deaths 1.

PORTLAND, August 13.—Two cases occurred on board the brig Harvest, from New-York, Captain Drinkwater, of this port, at quarantine in this harbor—one a white man, dead—the other a black, in a state of collapse.

NEW-LONDON, (Con.) Aug. 21.—We are sorry to learn by passengers who arrived in yesterday's (21st inst.) steamboat, that some 8 or 10 cases of Cholera, (or as the New-London Doctors call the disease, spotted fever) have occurred in that place within the last few days.—[Mercantile.]

NEWARK.—On the 18th, 15 cases and 7 deaths. On the 20th, 15 new cases and 3 deaths.

RAHWAY, Aug. 20.—During the preceding week, 6 cases and 2 deaths have been reported—3 of them were blacks.

CAMDEN, (N. J.)—3 cases and 2 deaths.

FRANKFORT, (Pa.) August 18.—New cases 6, deaths 2.

PHILADELPHIA, August 21.—51 cases, 9 deaths.

READING, Aug. 17.—New cases 4, deaths 4.

POTTSVILLE, Aug. 17.—In all, 7 cases and 3 deaths.

SALISBURY, (Pa.) August 11.—1 new case and 1 death.

WILMINGTON, (Del.) August 15.—New cases 8, deaths 1. On the 16th; new cases 4, deaths 2.

WASHINGTON CITY, Aug. 14.—One case—dead.

SANDUSKY, (Ohio) Aug. 7.—Five new cases the preceding week—two fatal, both intemperate. A letter of the 8th states that Gen. Crawford was very ill with the disease.

Thursday, Aug. 23.—The new cases in the city at large, to-day, are 31, and 16 deaths; at the City Hospitals, 36 cases, 7 deaths; and at Yorkville, 3 cases, 1 death; Bellevue, 3 cases, 3 deaths.

ATHENS, (Greene Co.)—Whole number of cases up to 21st inst. 12, deaths 10.

POUGHKEEPSIE, Aug. 22.—The Dutchess Republican says, since our last publication, there have been 18 cases and 12 deaths reported in private practice, and 3 new cases and 6 deaths at the poorhouse, in which 3 remained under treatment. Total cases in the poorhouse 106, deaths 77.

ALBANY, Aug. 22, 12 M.—New cases 23, deaths 8.

SCHENECTADY, Aug. 18.—New cases 4, deaths 2.

BUFFALO, Aug. 18.—One new case and one death.

DETROIT, Aug. 8.—A letter states that the cholera had re-appeared there: for the last two days there were 4 or 5 deaths.

MONTREAL, Aug. 14.—New cases, including hospital 7, deaths 16. On the 15th, new cases 5, deaths 13. On the 16th, new cases 12, deaths 11. On the 17th, new cases 11, deaths 13.

NEWARK, Aug. 21.—New cases 3, deaths 1.

AQUACKANONK.—On the 11th, 2 cases. On the 14th, 1 case and 1 death.

PATERSON, (N. J.)—Total number of cases which occurred in Paterson and Manchester, (the adjoining village) up to 20th inst. amounted to 34, deaths 14.

ELIZABETHTOWN, Aug. 21.—During the last week there were 10 cases and 6 deaths. No case known since that of Miss De Hart, on Saturday.

NEW-BRUNSWICK, Aug. 21.—For the week past, 6 cases and 6 deaths.

PHILADELPHIA, August 22.—49 cases, 9 deaths.

BALTIMORE, Aug. 20.—During the past week, 54 have died of cholera; of which 25 were blacks.

RICHMOND, (Va.)—One doubtful case.

BERMUDA.—We have seen a letter written by a gentleman who left Bermuda on the 26th ult. who denies that the cholera has appeared there, and states that the Island was remarkably healthy. The report brought here by the Queen of the Isles, from Turks Island, is therefore without foundation.—[More.]

THE TOWN seems to be slowly returning to its ancient aspect of busy cheerfulness; and though, to one returning after an absence of some weeks, it must still wear a gloomy aspect, yet to those who have remained, it is lately much improved for the better. Wall-street already wears a more animated appearance, and Broadway seems faintly struggling into life. But the Battery is the most lively, and thronged as it is of an afternoon with well-dressed people, is gayer now than earlier in the season. Still, the distress among that class upon whom the burthen of the dreadful visitation has principally fallen, continues to a lamentable extent. So many of the poorer sort have been thrown out of employ by the desertion of the city, that numbers of the industrious and deserving are driven to the necessity of asking a meal from passengers in the streets; and one continually meets with that rarest object of compassion, an American beggar. This melancholy state of things, however, cannot continue long. The return of thousands of our citizens to their wonted avocations, has already found employment for many of these unfortunates: and when the invitation of the Board of Health for people to return to their homes, which we republish to-day, shall have been disseminated through the country, we can reasonably hope for a brighter state of things for all chances.



## NEW-YORK AMERICAN.

AUGUST 16, 20, 21, 22, 24—1833.

## LITERARY NOTICES.

**THE LIVES OF CELEBRATED TRAVELLERS**; by J. A. St. John: 3 vols. 12mo. Harpers, New-York.—These volumes constitute Nos. XXXVIII, XXXIX, and XL of Harpers' edition of the Family Library, and furnish very pleasant and varied reading. There is, indeed, a little too much of Mr. St. John himself—a little too much of the first person, and sometimes a lack of interest, as well as of due connexion in the extracts from, and necessarily rapid views of, the travels of those who pass under his review; but it is still a pleasant work. It records the names and enterprise of some, of whom our readers know little; and introduces them familiarly to others, whom they have known. Among the first is Marco Polo, from whose narrative we extract a notice of China, as he saw it in the 13th century, and under circumstances more favorable than Europeans have ever since seen that singular country.

The capital of Southern China, called Quinsai, or Kinsai, by Marco Polo, a name signifying the "Celestial City," was a place of prodigious magnitude, being, according to the reports of the Chinese, not less than one hundred miles in circumference. This rough estimate of the extent of Kinsai, though beyond doubt considerably exaggerated, is after all not so very incredible as may at first appear. Within this circumference, if the place was constructed after the usual fashion of a Chinese city, would be included parks and gardens of immense extent, vast open spaces for the evolutions of the troops, besides the ten market-places, each two miles in circumference, mentioned by Marco Polo, and many other large spaces not covered with houses. By these means Kinsai might have been nearly one hundred miles in circuit, without approaching London in riches or population. That modern travellers have found no trace of such amazing extent in Hang-chen, Kinsai, or whatever city they determine Kinsai to have been, by no means invalidates the assertion of Marco Polo; for considering the revolutions which China has undergone, and the perishable materials of the ordinary dwellings of its inhabitants, we may look upon the space of nearly six hundred years as more than sufficient to have changed the site of Kinsai into a desert. Were the seat of government to be removed from Calcutta to Agra or Delhi, the revolution of one century would reduce that "City of Palaces" to a miserable village, or wholly bury it in the pestilential bog from which its sumptuous but perishable edifices originally rose like an exhalation.

I will suppose, therefore, in spite of geographical skepticism, that Kinsai fell very far short of the magnitude which the Chinese, not Marco Polo, attributed to it. The city was nearly surrounded by water, having on one side a great river, and on the other side a lake, while innumerable canals, intersecting it in all directions, rendered the very streets navigable, as it were, like those of Venice, and floated away all filth into the channel of the river. Twelve thousand bridges, great and small, were thrown over these canals, beneath which barks, boats and barges, bearing a numerous aquatic population, continually passed to and fro; while horsemen dashed along, and chariots rolled from street to street, above.—Three days in every week, the peasantry from all the country round poured into the city, to the number of forty or fifty thousand, bringing in the productions of the earth, with cattle, fowls, game, and every species of provision necessary for the subsistence of so mighty a population. Though provisions were so cheap, however, that two geese, or four ducks, might be purchased for a Venetian groat, the poor were reduced to so miserable a state of wretchedness that they gladly devoured the flesh of the most unclean animals, and every species of disgusting offal. The markets were supplied with an abundance of most kinds of fruit, among which a pear of peculiar fragrance, and white and gold peaches, were the most exquisite. Raisins and wine were imported from other provinces; but from the ocean, which was no more than twenty-five miles distant, so great a profusion of fish was brought, that, at first sight, it seemed as if it could never be consumed, though it all disappeared in a few hours.

Around the immense market-places were the shops of the jewellers and spice-merchants; and in the adjoining streets were numerous hot and cold baths,

with all the apparatus which belong to those establishments in eastern countries. These places, as the inhabitants bathed every day, were well frequented, and the attendants accustomed to the business from their childhood exceedingly skilful in the performance of their duties. A trait which marks the voluptuous temperament of the Chinese occurs in the account of this city. An incredible number of courtesans, splendidly attired, perfumed, and living with a large establishment of servants in spacious and magnificent houses, were found at Kinsai; and, like their sisters in ancient Greece, were skilled in all those arts which captivate and enslave enervated minds. The tradesmen possessed great wealth, and appeared in their shops sumptuously dressed in silks, in addition to which their wives adorned themselves with costly jewels. Their houses were well built, and contained pictures and other ornaments of immense value. In their dealings they were remarkable for their integrity, and great suavity and decorum appeared in their manners. Notwithstanding the gentleness of their dispositions, however, their hatred of their Mongol conquerors, who had deprived them of their independence and the more congenial rule of their native princes, was not to be disguised.

All the streets were paved with stone, while the centre was macadamized, a mark of civilization not yet to be found in Paris, or many other European capitals, any more than the cleanliness which accompanied it. Hackney coaches with silk cushions, public gardens, and shady walks were among the luxuries of the people of Kinsai; while, as Mr. Kerr very sensibly remarks, the delights of European capitals were processions of monks among perpetual dunghills in narrow crooked lanes. Still, in the midst of all this wealth and luxury, poverty and tremendous suffering existed, compelling parents to sell their children, and when no buyers appeared, to expose them to death. Twenty thousand infants thus deserted were annually snatched from destruction by the Emperor Fanfur, and maintained and educated until they could provide for themselves.

Marco Polo's opportunities for studying the customs and manners of this part of the empire were such as no other European has ever enjoyed, as, through the peculiar affection of the Great Khan, he was appointed governor of one of its principal cities, and exercised this authority during three years. Yet, strange to say, he makes no mention of tea, and alludes only once, and that but slightly, to the manufacture of porcelain. These omissions, however, are in all probability not to be attributed to him, but to the heedlessness or ignorance of transcribers and copyists, who, not knowing what to make of the terms, boldly omitted them. The most remarkable manufacture of porcelain in his time appears to have been at a city which he calls Trinquai, situated on one branch of the river which flowed to Zaitum, supposed to be the modern Canton. Here he was informed a certain kind of earth or clay was thrown up into vast conical heaps, where it remained exposed to the action of the atmosphere for thirty or forty years, after which, refined, as he says, by time, it was manufactured into dishes, which were painted and baked in furnaces.

**THE CABINET OF NATURAL HISTORY, AND AMERICAN RURAL SPORTS**, No. III. and IV. of Vol. II. Philadelphia, J. Doughty: New-York, Wm. Stodart.—This spirited, and generally speaking, well executed, publication, will, we hope, be found to remunerate its undertakers.

No. III. furnishes an engraving of the fine picture by Reinagle, of "breaking cover." It is a most spirited composition, and the landscape is scarcely less striking than the animals in the foreground. The American engraver has, we think, been less successful with the latter than with the sky and landscape. There is also a colored lithograph of the Blue Jay, very faithfully executed, and of the ruby-colored Wren. No. IV. has two colored lithographs,—one of the Raccoon, the other of the American Red Start, and the Yellow Throat.

In both these numbers, the historical and descriptive parts are well selected and instructive. It is altogether a very attractive publication.

**QUESTIONS AND NOTES, CRITICAL AND PRACTICAL, UPON THE BOOK OF EXODUS**; by George Bush. New-York, J. P. Haven.—This is the second in the series of works which Mr. Bush contemplates; the first on

Genesis having, as our readers may recollect, appeared some months ago. The design, as is sufficiently explained indeed by the title, is to aid in imparting an accurate knowledge of the Bible, in its history, its purpose, and application. Each chapter is examined separately, and, after a detailed explanation of its injunctions, or narratives, a series of "practical reflections" is deduced therefrom. It is a laborious and learned work.

**OBSERVATIONS ON THE EPIDEMIC NOW PREVAILING IN THE CITY OF NEW-YORK, CALLED THE ASIATIC, OR SPASMOTIC CHOLERA; WITH ADVICE TO THE PLANTERS OF THE SOUTH, FOR THE MEDICAL TREATMENT OF THEIR SLAVES.** By Christopher C. Yates, M. D. New-York, Geo. P. Scott & Co.—Such is the title of a work on Cholera, which we find on our table; but inasmuch as we have long since determined to read no more about that disease, at least for the present, we can do no more than announce this publication by its title.

We conclude to-day with some extracts from an article in the July number of Blackwood. It is written on "Griffin's Remains," and speaks of that gifted young man, of the volumes published by his brother, and of the admirable biography which accompanies them, as warmly and as justly as fervid and fond affection could desire. But it is not for this that we refer to the article, but for the general sentiments which pervade it—expressed in a quaint, spirited, and very frank strain, as to the antipathies and prejudices which subsist, or are imagined to subsist, between England and America. There are expressions and opinions in the annexed, which many of our readers will little admire or assent to, but there is much truth and justness of thinking; and therefore, long as it is, we venture upon it.

**GRIFFIN'S REMAINS.**—All nations, great and small, having any distinctive character of their own, may be said to hate one another, not with a deadly but a lively hatred. Love of country is inseparable from individual pride; and the dearer she is to her children, the more haughtily do they admire their mother. Slight or scorn, shown to her by any alien, is felt to be a personal insult to themselves; and she, again, regards every demonstration of such feelings towards the least of her offspring, as disrespectful or contemptuous of herself, and will vindicate her native worth by vengeance on all offenders. Thus it is that all communities, the more firmly they are bound together, are the more "jealous and quick in honor;" the *amor patriæ*, because sacred, is exclusive; and no good son of the state can be a citizen of the world.

Every people should have their own specific and peculiar character; and so they will have, if they have any government deserving the name, and any institutions. These naturally mould each other; and when hardened by time, blows, that would once have broken both, rebound from them with a cheerful din, like hammering from the anvil. The once soft clay has been indurated into adamant; and firm then the finest workmanship on the Corinthian capitals of the social structure as the plainest on its pediments.

So far, then, from deprecating national jealousies, dislikes, animosities, and hatreds, we have always been anxious to contribute the little that lay in our power to their successful cultivation. Heaven forefend that we should ever be so lost to all sense of duty as good citizens and good Christians, as to seek to smooth down and wear away those peculiar specialties which are among the strongest safeguards of national and individual independence, and enable communities to rejoice each in the nature as well as the name of a separate people! We leave that vain task to your slobbering cosmopolites. They foolishly tell us that it is unphilosophical to talk of nations being natural enemies; the idiots absolutely going the length of denying that the English and French are so, knowing all the while that they eat frogs, and we eat oxen. But besides that sufficient reason, there are many others subordinate, of which we need now mention but one—we are Islanders. Ships—colonies—and commerce! What countless multitudes of causes for our hating all continental nations are crowded into these three omnipotent words!

But while it is thus obviously the duty of all states to hate, it is no less their duty to love, one another;



nor have they far or long to seek for good grounds on which to build up a substantial fabric of either affection. Materials, too, are lying close at hand, and every people is provided with the "genius and the moral instruments." But before we begin to build, and while we are building—and the work is never brought to an end—we must understand ourselves and others. We must see and know things as they are; there must be no falsehood—no injustice; for if there be, we shall hate where we should love, and love where we should hate; and in our blind and wilful ignorance, we shall strengthen the hands of our natural enemies against us, and be preparing the decadence of our own greatness, or its overthrow.

All national prejudices, therefore, we would extirpate and fling into the sea. By prejudices we mean false judgments formed before taking means within our reach, that would have enabled us to form true; as, for example—and one such illustration is worth a thousand—with regard to the American frigates. We—not our captains—though perhaps some even of them—but our civilians—believed that ours would blow them out of the water. The said civilians had some dim idea of a British frigate,—of an American, none; and though they could not estimate too highly the skill and bravery of our tars—matchless both—yet they did estimate too lowly by far the power that hoists "the St. of striped bunting." Thus the nation expected—demanded impossibilities of her heroes—and was mortified, humiliated, that *Dacre* was sunk by *Decatur*.

The opinion broached in the first sentence of our article, you perceive now a truism. It is so especially when applied to our neighbors, for the Atlantic now-a-days is not much wider than was formerly Fleet Ditch. The two countries cordially hate and love each other according to the laws of nature.—And all that we have to do is to preserve those feelings, respectively, in proportion; so that England and America, flourishing in amicable animosity, and inspired with reciprocal respect, command for aye the admiration of all the rest of the world.

It would not be less absurd to suppose it possible for two fine women to love each other, without any spice of jealousy, which is a gentle word for hatred, than to suppose that two ugly women, who imagine their faces to be constantly throwing unpleasant reflections on their opposing features, could lead to a life of perpetual friendship. Now, England and America are two fine women—and not only so, but they are mother and daughter. England is fat, fair, and forty, fit for the arms of a King. America is in her teens, and a morsel for a President. As long as they pursue each her own path, and are proud, each of her own lord or lover, both can bear, without any painful uneasiness, the thought of each other's beauty, and smilingly blow kisses from their hands across the Atlantic. Yet 'twould be too much to expect, that when they speak of each other's charms, they should always select the most seducing; that when they touch on each other's defects, they should point to the least prominent. 'Tis not in nature.

Disencumbering ourselves of all illustrative imagery, which, by trailing on the ground is apt to impede progress, what would America have England to think, feel, say, and write about her, the United States? Does she really consider herself an elegant, graceful, and polished people? All the nations of Europe, and Asia, and most of the African tribes, would shake their heads, like Mandarins, on the enunciation of such a bare idea. On two counts in the indictment drawn up against her she has been found guilty by a Jury—neither packed nor special—but chosen, indiscriminately, from the whole world—smoking and spitting; which, though not capital crimes, are in all civilized countries punishable by transportation. They necessarily include, too, the perpetual perpetration of many lesser enormities, endurable, perhaps, but certainly inexcusable by the politer sort of people in the other three quarters of the globe.

We have never yet been able clearly to comprehend the meaning of the answer which the Americans themselves make to these serious accusations. They say, that such crimes as those charged in the two first counts in the indictment, are confined to the inferior classes—that they are unknown in good society—and that Mrs. Trollope and the rest, who dwell, it must be confessed, upon them with the fascinations of disgust, never were admitted among the privileged and unexpecting orders. But is this a republican reply? Do the spitters, indeed, form a vast majority of the population? And are the few alone—the Exclusives—permitted to set foot on their own saliva?

The fact seems to be—but if wrong we shall most cheerfully be corrected—that the freedom so much boasted of, and, we presume, enjoyed in America, of necessity gives birth to coarse manners—to manners, at least, that would be felt coarse in any long civilized, but yet enslaved part of the world. The Americans seem at all times and in all places to keep themselves almost angrily conscious of the liberty which is their birthright, and was won to them by Washington. That circumstance must never be suffered to sleep. It is, therefore, kept perpetually awake by exercise of the rights which freedom confers.

But in the common affairs of life those rights can relate but to manners. Therefore, they all spit; and, as the gob plumps upon the carpet, Jonathan feels that he is free. To crush it in the seed within the apple of your throat, or mumble it into a bandana, would show that you were a slave.

America, in short, is an immense Free-and-Easy Club. Every man-child is born into it; yet, were it kept up by elections, 'tis not possible to conjecture on what principle a candidate could be black-balled. Of such an association, coarseness must be the fundamental feature: for the ordinary members, who have need of no other qualification than that of being "free born Americans," amount to some dozen millions; and here and there a few thousand honoraries are left to swallow their spittle in a state of slavery, very much resembling that under which the tongues of all decent people in our island have absolutely claved to the roof of their mouths for centuries.

We are far from saying that there may not be much happiness enjoyed by human beings who have chosen something like the above as the beau-ideal of the manners of social life. They may find it vastly pleasant, who are in a manner born to it, and, under such a code, spit up from their cradle. But we and other nations, separated as we are by the multitudinous sea, from what may be considered as the most ancient, if not venerable of the American institutions, are satisfied to know that it flourishes at a distance, and would be averse to its establishment under a monarchical government, with the form and spirit of which it is not only uncongenial, but incompatible, nor less so with a hereditary peerage.

We more than suspect, then, that our manners are, on the whole, preferable to those of the Americans; though ours are, in much, bad enough, and must frequently offend, on their visits to our shores, our transatlantic brethren. But it is for them, not for us, to point them out in their periodicals. The great law of manners seems to be, restraint on all exhibitions of indulgences of small selfishnesses when we are in company with civilized Christians. It becomes, when obeyed habitually, so easy that it is not felt, yet so strong that it cannot be violated without a feeling as instant and decisive in its own sphere as that of conscience. In this country, its sphere is comprehensive; and manners are with us the minor morals. We do not say that it is not so in America. But we do say that the law of manners there is comparatively lax both in practice and in principle; and that it there disregards many feelings as false or valueless, of which the truth and worth can be proved; and therefore ought to be respected—by the highest reason.

We therefore hope that all true Britons hate American manners, and, to the full extent of their influence, the American people. They must either do that, or hate their own manners and themselves; for manners are not matters of indifference, but of mighty importance to the whole moral and intellectual character. "Manners maketh man," is a wise old adage; and it is painful to see what they have made of the Americans. But in a century or less there will be a fine smash among their democratic institutions; under a nobler order of things, the distinctions of rank and wealth will operate very differently from what they now do; and with a government obeying a higher voice, the national character will be at once elevated and refined, and distinguished only by the freshness and boldness of the prime of youth from that of the old islanders from whom they sprung, and which—in spite of all the evil influences that folly and wickedness have of late conspired to let loose against it—will then, we fear not, be conspicuous still, in the long glory of its perfect manhood, on whose bright vigor imagination cannot figure the descent of obscuring and benumbing old age.

Our friends, the Americans, must not be unduly incensed by these hurriedly expressed, but slowly considered remarks; for they know that many thousands of themselves have many thousand times been many thousand degrees more severe on John and

Sandy than we have now been on Jonathan. They cut us up in all directions, and sometimes "do not leave us the likeness of a dog." They seldom scruple to avow, with an easy air of self-satisfied assurance, a sense of their national superiority over all as dotting denizens of the old Eastern world, with its superannuated institutions; and they must lay their account with occasionally meeting from Europeans—for there is still life in a mummel—the "retort courteous" and the "quip modest." We have in our possession as many American libels on Britain as would make a pile of papers that could not be burned without setting our chimney on fire. But we have never suffered their most abusive sarcasms to disturb our equanimity; and cheerfully confess that they contain not a little salutary truth. So far from being insensible to their virtues—physical, moral, and intellectual—we do sincerely admire, nay cordially love the Americans. They are a brave, enterprising, energetic, intelligent, and prosperous people; and they are growing more like ourselves every generation, under the influence of philosophy and literature. Their schools and colleges are diffusing more and more widely the gentlemanly spirit which is the sure test of an enlightened education; and great numbers of their ablest young men are continually carrying back to their native land, not only the accomplishments, but the knowledge and the wisdom which are the fruit of judicious foreign travel. Not a few are with us every year in Scotland; and were we to form our opinion of their countrymen in general from the young Americans with whom we have made acquaintance and friendship, we should think almost as highly of our brethren across the western wave as of ourselves; and that surely is praise sufficiently high to satisfy the inhabitants of any reasonable quarter of the world.

In spite of all the spitting, smoking, and dram-drinking, that pollutes the otherwise pure atmosphere of Columbia, the Americans, compare them with whom we may, are a moral people. Many things there seem to be in their domestic economy, in their household arrangements, which might be changed for the better; nor can we approve of the principles on which seems to be regulated the society of the sexes. European gallantry, as it is called, is often of a degenerate, of a bastard kind; but, at the worst, it is better than American boorishness; and we have never yet met with any man, not a "free born American," who admired the habitual behaviour of males, in that land of liberty, either to maids or matrons.

*Chivalrous* is a word they would laugh at with a cigar in their mouth; and the queerest of all God's creatures to them must appear a knight kneeling at the feet of his mistress, and praying for glove or scarf to wear during the eclipse of her countenance. They have no romance in their character; and tho' they, no doubt, make love at last every whit as well as we do in *substantialibus*, their addresses are more useful than ornamental; even as lovers, they are free-born Americans, when they should be the most slavish of Yankees; and as husbands, though affectionate and faithful, their habits are far from being domestic; Benedick is by no means confidential to his "mutual heart;" and heads hold secrets unknown to each other and undesired, when lying on the same pillow. We cannot reconcile this close system of nuptial felicity to our sense of what is either pleasant or right; and we wonder the more angrily that it should prevail in a country where the women are so beautiful, and so amiable, and so loving, and would, had they more devoted husbands, be the best wives in the whole world, with the exception of Scotland.

As for the literature of the Americans, we have always spoken more highly of it than any other European journal. Would that we knew it better; we hope to do so ere a few years elapse; and we wish some benevolent reader in Boston, or Philadelphia, or New York, or any other of their beautiful cities, would send us over some of their standard works, and the productions as they appear of the best living writers. We pledge ourselves to speak of them in a brotherly spirit of love, and to do justice to genius. It delighted us so to speak, a month or two ago, of Bryant. There are other worthies (conspicuous among them the fair *Sigourney*) whom we wish to see flourishing in our far-flying leaves; nor mean we to confine our regards to their poetical literature—but to extend them to their political and moral philosophy—and to their theology too, of which there must be much that will prove more to our taste, than, with all their eloquence, the discourses of that amiable but overrated unitarian, Dr. Channing.

There is no other kind of communication more



fully than this, to awaken and keep alive a genuine friendship between the two great countries, who, so devoutly trust, will be not only at peace, but in love, in *secula seculorum*.

Another quotation, and we will finish. After expressing regret that Mr. Griffin's heart did not seem to have taken kindly to England, and that he was ever sensitive as to the estimate in which his country was held there—the writer says, in his queer, amusing vein,—

"We cannot but consider this extreme, almost morbid sensitiveness of Mr. Griffin, on the subject of his country's wrongs, as but in part characteristic of his own nature, in part of that of all Americans. In Paris, we presume, people give themselves no trouble in thinking about the "free-born," but look on them merely as human beings, more profuse, it may be, of their expectations (though 'tis not easy to outstrip a Frenchman) than of their gesticulations, and conjectured to be sterner but from the unshrugging shoulders they bring with them over the main. In Italy, again, Americans pass from town to town, undistinguished from Europeans; seldom mix much in native society; and, should they sometimes do so, we can well believe that they hear neither praise nor blame of their country, from the mellifluous tongues murmuring round them that sweetest of all speech. In Paris, Mr. Griffin listened to the lectures of *secessus*; in Rome, he gazed on pictures and statues; in Switzerland, he conversed with the cloud-capt mountains; and in Germany, he heard but the flowings of the Rhine. There could not possibly occur any thing there to hurt that *amor patriæ*, which, in him, as in every other American, is *amour propre*; but in England, proud, bluff, rude, merry England, he was looked at in his true light, that of a Yankee, whose face, however mild, and Mr. Griffin's was not merely mild, but we are told, beautiful, seems to an English ear or eye—we know not which, so let us say both—to be perpetually playing, as from an invisible Jew's harp, the tune of *Yankee Doodle*. That any coarse or contemptuous words should have dropped from any lips, in his presence, respecting the character or claims of his country or countrymen, we, as polite persons, do very much regret—none such should ever have fallen from our lips in such companionship. But surely on meeting with outspoken sentiments or opinions somewhat derogatory to the dignities of the United States, Mr. Griffin needed not to have been either greatly surprised or distressed; and might have been prepared, from all he had heard of us at home, to suffer such offences without disturbance of temper.

All Englishmen who have visited America encounter the same sort of treatment every hour; but they simply smile, chuckle, or crow, and are not impatient to take shipping for the chalk-cliffs at the first—nor yet the fiftieth insolent sneer—though flattered with the fumes of tobacco. The idea of John Bull's always behaving prettily and mimily before Jonathan, cautious not to give offence, as if he were a boarding-school miss mincing matters through a delicate small mouth, is surely absurd; by his very name he is privileged to growl, nay, bellow; and our brethren across the water may be assured that he would not abuse them if he did not regard them, I guess, with pretty considerable respect. They are not Frenchmen, nor Italians, nor—we were going to say Germans—but none of his bone, and blood of his blood; they have made us haul down our flag more than once, and be — to them; and so have we theirs. (Broke did so in ten minutes); and therefore, as we said before, we love and hate, and shake hands with and insult them; heap hospitalities upon their heads, well knowing that we shall be repaid in kind another day. On seeing them on board a packet at Liverpool, give them a blessing, and perhaps, as she leaves the mouth of the Mersey, pipe our eye, and in our swollen throats gulp down a religious farewell.

Mr. Cooper's new novel, the *Heidenmour*, has appeared in London, from Colburn & Bentley, who also announce "The Highland Smugglers," by the author of the "Kuzilbash," and "The Young Cavalier," by the author of "Darnley," "Troissart and his Times," by the late Barry St. Leger, has just appeared.

The following are the contents of the July No. of the Quarterly Review, just received—I. Memoirs, Correspondence, and unedited Writings of Diderot; II. American Ornithology. By Wilson,

Lucien Bonaparte, and Dr. Richardson; III. Todd's Life of Archbishop Cranmer; IV. Dr. Granville's Rules for the Preservation of Health, and the Attainment of a Long Life; V. Rights of Industry, and the Prolongation of the exclusive Privileges of the Bank of England; VI. Lord Nugent's Memorials of Hampden. Life of Charles I. By I. D'Iscassi, L.L.D.; VII. Lord Mahon's War of Succession in Spain; VIII. Mrs. Somerville's Celestial Mechanics; IX. Stages of the Revolution.

We understand that Messrs. Gray and Bowen, of this city, are about putting to press a collection of the works of the late Sir James Mackintosh. Some of them have already been republished in this country, we doubt not that a collection embracing all or nearly all of the productions of this distinguished writer, and warm friend of America, will be favorably received.—[Boston paper.]

James Wilson, Esq. the able editor of the *Steubenville Herald*, is about to publish in Pittsburgh, Pa., a weekly and tri-weekly paper, to be entitled "The Pennsylvania Advocate."

### HOME AFFAIRS.

**THE NEW TARIFF.**—According to a circular from the Comptroller of the Treasury, that part of the new act which relates to the wines of France is to take effect from 2d February last, the day on which the Convention with France was ratified. Of course the higher duties paid since that date will be refunded. According to the same circular, "the 7th, 8th, 13th, 14th, 17th, and 18th sections, are considered as having gone into operation on the date of its passage." The 7th section prescribes the mode of ascertaining the value of goods; the 8th gives the appraisers power to call witnesses; the 13th directs that in appraising goods invoiced at a common price, the best prices shall be taken as the standard for the whole; the 14th provides that any excess of goods in a package, beyond the quantity enumerated on the invoice, shall be forfeited; the 17th fixes the duty on syrup by the pound, and at the same rate with sugar, and the duty on crushed as on refined sugar; the 18th is the last section of the bill, and provides for the adjusting of duties according to the new Tariff, on all goods which remain in possession of the Customs on the 3d of March, 1833.

It is, we think, well argued by the *Journal of Commerce*, (from which we take the above explanation of the sections pronounced to be now in operation,) that in giving instant effect to the 17th section—the only very material one—inasmuch as it imposes a new and almost prohibitory duty on Syrup from the sugar cane, wrong is done to those who, without notice, were, at the time of the passing the act, in the process of importing the syrup, at the then existing low duty.

It is contrary to the practice as well as the policy of our laws thus to take people by surprise; and if the collection of the new duty be persevered in, we can hardly doubt that, on application to the Treasury, it must be refunded on all importations made *bona fide* previous to the notification of the new law.

[From the *Globe*.]

DEPARTMENT OF STATE, 8th Aug., 1832.

Advices have been received from Mr. Brent, our Chargé d'Affaires at Lisbon, that the first instalment of the compensation agreed to be paid by the Portuguese Government, for the illegal capture of our vessels at Terceira, has been received, as well as the damages due to the mariners for their detention. The honorable manner in which the adjustment was effected, and the punctuality with which the payment (in a time which must be one of much pressure) was made, do the greatest credit to that Government.

The U. S. schr. *EXPERIMENT*, Lt. Commandant W. Merwin, arrived herelately from Norfolk. Her officers are—Lieutenants Jas. L. Lardner, A. Paine, and A. B. Fairfax; Acting Sailing Master, A. H. Marbury; Purser, R. A. Southard; Surgeon, N. J.

Powell; Midshipmen, C. C. Barton, G. R. Gray, R. Forest, G. McA. White, T. Hagerty, J. P. Sanford, S. Patten; Gunner, J. Marten; Captain's Clerk, B. F. Rose. Officers and crew all well.

**LATEST FROM THE WEST.**—Extract of a letter, dated St. Louis, 10th August, 1832.—"We have just received intelligence that the hostile Indians were attacked by Lieut. Kingsbury and a handful of men, on board the steamboat *Warrior*, in attempting to cross the Mississippi. Having a field-piece or two on board the boat, and plenty of grape, they compelled them to land again on the east bank; and the volunteers being immediately in their rear, I presume they are destroyed before this time."

Another letter states that about 300 Indians were killed and taken. The prisoners were given up to Generals Henry and Dodge.

### SUMMARY.

**The Disaster in our Harbor.**—We have ascertained that the boat which was capsized in Buttermilk Channel on Sunday afternoon, was the *Active*, from the foot of Roosevelt-street, (not the Hope,) and that instead of immediately sinking, as she was represented to us, she drifted off towards the Narrows. J. Bernard McCarthy, who managed the boat, was mate of the schooner *Excel*, and not of the *Leo*. He and four other persons were seen on the keel of the boat after she upset, and one after another all were washed off. McCarthy was the last to quit his hold.

The names of all the sufferers are as follows—Justin Tredway, son of John Tredway, merchant, 27 Front-street; Alfred Smith, miniature painter, recently from London; Mr. Woodley, an Englishman, recently arrived in this country; William Chapman, clerk in the house of John C. Morrison; J. Bernard McCarthy, mate of schooner *Excel*; William Hathaway, apprentice to H. Collins, looking glass manufacturer, 2951-2 Pearl-st.; Hamilton Cook, son of Timothy F. Cook, Bowery.

We have reason to believe that these embrace the whole number on board.—[*Jour. of Com.*]

One of the Hurlgate pilots informs, that the brig *Henry Eckford*, from Malaga, ran ashore on a reef of rocks near the Gate, at 9 o'clock last night; bilged and full of water.

About three o'clock this morning, a fire broke out in the interior of the block bounded by Essex, Delancey, Ludlow and Rivington streets, which, from the combustible materials, and the vapor in the atmosphere, immediately illuminated almost the whole city. Our first impression was, that the conflagration was far more extensive than it proved to be on going to the spot. The damage, however, was very considerable, including the following buildings, with nearly all their contents:

1. Sashmaker's shop and coffin warehouse, owned and occupied by Robert Crocker, totally destroyed. Mr. C. was gone in the country. We understand that his insurance expired yesterday, and had not been renewed. In this building the fire originated.

2. Banks and Foster's Comb manufactory, totally destroyed. One of the partners is sick, the other gone into the country. Insurance expired about a fortnight ago. Whether renewed or not, could not ascertain.

3. Johnston and Mead's hat factory; totally destroyed. This was a pretty extensive establishment, occupying the rear of lot No. 103 and 105 Essex street.

Several other buildings were slightly injured, and out buildings destroyed.—[*Journal of Commerce*.]

We are sorry to learn that a small boy was run over and instantly killed, this morning, by the Railroad Locomotive Engine. This, we believe, is the first accident which has occurred on the Mohawk and Hudson Railroad.—[*Alb. Eve. Jour.*]

The annual commencement of Yale College took place on the 15th inst. The degree of A. B. was conferred on 52 young gentlemen. No honorary degrees were conferred. We are happy to learn that \$82,000 has been subscribed towards the \$100,000 fund, which was commenced about a year since, for the benefit of the Institution.

The Louisiana State Bank has declared a dividend of four and a half per cent. for the last six months.

Counterfeit American half dollars are in circulation in this city. They are smooth in the touch, of light weight, have no ring when struck, and may be readily detected if examined with any care.—[*Baltimore American*.]



**Extraordinary Occurrence.**—On the 20th instant, a Coroner's inquest was held on the body of a boy about 6 years old, named M'Mullen, who was found dead in a house occupied by his father, about five miles from the city, with a rope turned around his neck, tied with a tight knot, and in a manner to cause strangulation. From information given by the coroner, the police were led to the belief that this horrid act was committed by the boy's father, John M'Mullen, who had then last been seen in the woods of that neighborhood. Two officers were immediately sent out, who scoured the woods in every direction, but could discover no trace of the man. On the following day, Tuesday, he was found drowned in the North River, near the Glass House Point. M'Mullen was the same man who stabbed (though not mortally) two men in the neighborhood of Prince street, about two years since, and then made his escape to Europe.—[Merc. Adv.]

**BURK COUNTY, (Geo.) August 13.**—Extract of a letter: "In the neighborhood of Shell Bluff, in this county, on Saturday afternoon last, two Brothers, John B. and Isaac Bush, had dined together at the house of the latter—after their meal, it appears that John took a loaded gun, which he said he had brought with him, and discharged the contents into the body of his brother. The load (said to be squirrel shot) entered at the upper part of the abdomen, and so close to the object, as to burn the clothing in the vicinity of the wound. He spoke a few words only, and died in about an hour afterwards.

The result of the inquest, which sat yesterday, is a verdict of Wilful Murder, by his brother, John B. Bush. Bush has disappeared, no cause is assigned for this dreadful act of fratricide."—[Augusta Chronicle.]

**Fire.**—The dwelling house of Col. Edward Freeman, situated near the banks of Connecticut River, in Plainfield, N. H., was consumed by fire on Wednesday afternoon last, together with the greater part of its contents, woodhouse and other outhouses adjoining. The fire took from a spark falling upon the roof. Col. F. and family, except two or three small children, had left home to attend a funeral a mile or two distant, and before the alarm reached them, the fire had made such progress, that but a small part of the furniture was saved. The loss is estimated at about \$3000—only \$1000 insured by the N. H. Mutual.

**Shipwreck.**—Letters received in this town yesterday afternoon, from Hyannis, state, that the ship Emily Morgan, Capt. Merrill, from Portland, bound to this port, went on a ledge of rocks (called Bishop & Clark's) about eight miles E S E from Hyannis, on the night of 15th inst. and bilged. She is a new ship, of about 400 tons, built at Freeport, Me. during the present year, for G. W. Morgan and others of this town, and has never before been out of port. She has on board a cargo of 60,000 bricks, a quantity of hay, &c. It was expected that the hull would be lost. Only insurance, \$10,000.—[New Bedford Mercury.]

**WARREN, (Ohio), August 16.**—A murder of uncommon barbarity (says the Western Reserve Chronicle) was committed in Gustavus, in this county, on the 9th inst., by a man named Ira W. Gardner, upon the person of Maria Buell, a daughter of his wife. The deceased, a short time previous to the fatal transaction, on account of some difficulty with Gardner, had left his house, in which she had hitherto resided. Gardner insisted upon her returning, which she refused to do, except for the purpose of removing her clothing. Upon her way to his house for this purpose she was met by Gardner and received a stab from a butcher's knife with which he was armed, but which, owing to the knife coming in contact with the ribs, did not prove fatal. A second was given, and the instrument passing through the body in the region of the liver, she expired almost instantly. Gardner was immediately arrested, without offering resistance, by Mr. Riverius Bidwell, who had been conversing with him at his house just before, and had hastened to the assistance of the unfortunate girl, upon hearing her screams; but arrived too late to save her.

The schooner Blossom, from Jamaica, for New York, is lost on Ragged Island. Her rum and materials were saved, and taken to Nassau, in the sloop Maria, Capt. Ramsay.

The Eastern Mail Stage, two miles this side of Freeport, was on Sunday evening run away with, the driver having fallen off his box. A passenger on the outside jumped off, and was considerably injured. There were five passengers in the inside, who jumped out when the horses were ascending a hill, and

who were not injured. The horses kept on to North Yarmouth and halted at the usual stopping place.—[Portland Advocate.]

**Fatal Accident.**—As Samuel Hamilton, Esq. and lady, were riding in a gig on Sophia street, yesterday morning, the horse stumbled and broke the bits, which rendered him unmanageable. After running a short distance, they were both thrown from the gig, and Mrs. H. so severely injured that she survived only about three hours. Mr. H. was considerably bruised, though not dangerously.—[Rochester Advertiser.]

**Smuggled Goods.**—The paper printed at Salisbury Mills says—We learn that a quantity of silks, broad cloths, &c. report says 15,000 dollars worth, were seized by the officers of the customs at Newburyport this week. The owner attempted to enter the goods as beef, they being packed in barrels, but Uncle Sam was too sharp for him.

**A most barbarous and unfeeling Act.**—The cholera seems to have deprived some people of their reason and humanity. Take the following as a sample:—"Mr. David Ballou, (aged eighty-five years,) was on a journey from Ohio to Cumberland, R. I. his native town. From New-York, where he tarried one night, he took passage in a steamboat for New-Haven. After leaving the boat, he took a seat in a stage for Providence. During this ride he was taken sick. The stage passengers were alarmed, and attempts were made to leave him at some house, but nobody would receive him, for fear of the cholera. In this critical situation he was denied a seat inside the stage—was taken out and lashed on the top, and in this way was brought into Providence. But the old man's cup of calamity and suffering was not yet full. No person there would grant him even a shelter, and the next morning he was found on the market house steps. At length he prevailed on a person, for the sum of \$5, to carry him to his brothers in Cumberland. By this time he had become so exhausted that he was unable to sit up and was supported by the driver. His brother's family were no less alarmed than his former companions. He was refused admittance into the house, but was conveyed to the barn to be nursed while a messenger was dispatched to Woonsocket Falls for a physician who had just returned from New York. Before he arrived, Mr. B. was dead."—[Boston Gazette.]

**SHIPWRECK.**—The British brig Isabella, Captain —, sailed from Galway for New-York on the 2d June last, having on board 280 tons marble, consigned to Messrs. H. & G. Barclay of this city, and about 200 passengers, and had not been heard of till yesterday afternoon, when a person, representing himself to have been a passenger on board the brig, called at the office of the consignees, and stated that the brig foundered about three weeks ago on the Banks of Newfoundland—the passengers were taken off by a vessel that providentially hove in sight and carried them all in safety to St. Johns. The vessel and cargo are entirely lost, and the passengers lost all their baggage, &c. We have no further particulars.—[Mercantile.]

The schooner Ida, that sailed from this port a few days since, carried packages of Domestic Goods, amounting to 3000 feet, and which we understand to have been an almost unprecedented amount, for a vessel of her size.—[Providence American.]

The ship Shepherd, Blaisland, of Portland, from Havana for Hamburgh, with a cargo of 2450 boxes sugar, went ashore night of 3d inst. on Key Tavernier, Florida Reef, bilged and was lost. About 1100 boxes of the sugar, the sails and rigging, were saved by the wrecking schra. Thistle and Mary. At the time of the accident, both mates and 3 seamen were sick.

**Suspicious Circumstance.**—On Wednesday night, between nine and ten o'clock, the watchmen observed that a man was thrown off the State street bridge into the basin. They immediately proceeded to the place, but they could discover no one. They, however, obtained assistance, and in the space of half an hour, found the body of an unknown man in the basin. His head was much cut, probably by striking against a canal boat, or a pier of the bridge. It is hoped and believed that the persons who threw the man over will be discovered.—[Alb. D. Advertiser.]

An Irishman by the name of Cornelius Conolly drowned himself in the new canal, Monday, not far from the machine shop. He came very near drowning another person who attempted to save him.—[Lowell Journal.]

On Monday week, a Mr. Wilks, living at the foot of the mountain, about half a mile from Horin's,

on the road to the Black Rock, had set a loaded gun in a room, which a young girl took up and in a playful manner snapped it at a little child, the grand daughter of Mr. W., and horrid to relate, discharged the whole load into the head of the little innocent. The load went in through the upper lip and came out at the neck.—[Hagerstown Free Press.]

**DRUNKENNESS.**—In Boston the authorities have deemed it their duty to clear the city of habitual drunkards, during the apprehension from Cholera ravages. To this end they have provided an asylum on one of the numerous and beautiful islands that stud the harbor, where good food, good water, and good labor are provided for these cholera conductors; and when any two-legged animal is brought into the police-office in a state of intoxication, he or she is forthwith sent down to the drunkard's purgatory.—[U. S. Gazette.]

**SPRINGFIELD, (Illinois) July 24.**—We learn from Mr. Sample, of Pekin, who left the army on the 7th inst., that Col. Dunn was unfortunately shot on the previous morning by a sentinel, while he was on his way as officer of the guard to relieve him. It appears that when Col. D. came in sight, the sentinel was lying in the grass, and that hearing Col. D. approach, and supposing him to be an Indian, the sentinel arose and fired. Two balls entered the body of Col. Dunn near the groin, and lodged in the abdomen. It was supposed that the wound was mortal, but later accounts say that he was likely to recover.

A letter received from the Rev. James Crow, of Thompson, dated the 8th inst., contains the following: "Rev. Thos. Barrett, of Webster, Mass., came into Thompson yesterday; he was seen to ride into the woods about 8 o'clock in the morning, and was found about 2 P. M. hanging by his stirrup leathers. The verdict of the jury is, that he took his own life. The occasion of this act, no one can tell. He had been very melancholy for more than a week. He preached a week ago last Sabbath in the morning, and in the afternoon spoke about fifteen minutes, when he complained of being unwell.

A gentleman who has recently spent a few days with his friends in Galway, Saratoga co. informs us, that there was considerable alarm at that place from several sudden deaths among their horses and horned cattle—and that on the examination of the bodies of two of them, there was an indication of the same causes of death as are found in a human body which has died of Cholera, viz: the blood thick and coagulating at the breast.—[Albany Evening Journal.]

**KEY WEST, August 3.**—The award of the arbitrators in the case of the British barque Glasgow, Higginson, master, has been paid in kind (440 bales cotton); the balance of the cargo, after paying expenses, will be shipped to its original destination (Liverpool), if a vessel can be had at Havana, for which the Captain has proceeded to that place.

**Coroner's Office, 145 Greenwich street.**  
The Coroner was called yesterday afternoon to view the body of an unknown man, found floating in the dock foot of Tenth street, East River. He had on a figured valencia vest, linen shirt, black stock, dark fustian pantaloons, and boots newly soled. His left leg was shorter than the right. He appeared to be about 20 years of age, and to have been recently drowned.

**LIVERPOOL, July 12.**—On Monday last the passengers by the American packet ship Pacific, entertained Capt. Waite of that ship with a dinner, at the Star and Garter Hotel, and afterwards presented him with an elegant Silver Cup, bearing the following inscription:

Presented to B. L. Waite, Esq. of the American Packet Ship Pacific, by his passengers, as a small token of regard and esteem for his gentlemanly conduct to them, on their voyage from New York to Liverpool—9th July, 1832.

The following paragraph relative to the passengers in the Hudson is from the London Courier of the 13th.

**Emigration.**—Yesterday morning the large American ship Hudson left the London Dock, for New York, with 170 passengers on board, principally consisting of mechanics, among whom were several tailors, carpenters, watch-makers, and smiths, with their wives and families, who intended settling and spending the remainder of their days in the United States. There are also several tradesmen of capital, and agriculturists who have disposed of their farms for the purpose of emigrating to America. The majority of the adults appeared to be between the ages of 20 and 27.



## FOREIGN INTELLIGENCE.

**LATER FROM EUROPE.**—The arrival of the Liverpool packet ship *Sheffield* of the 8th ult. puts us in possession of our London papers to the 7th.

The most important intelligence is, that the French *Court of Cassation*, the highest court of appeal, had pronounced, by a majority, it would appear, of 9 to 3, the proceedings of the military courts illegal, and consequently the state of siege in which Paris was placed also illegal. The immediate consequence was the revocation of the *Ordonnances* establishing martial law. The government of Louis Philippe, which owes its existence to successful resistance to arbitrary power, seems much provoked with this honorable and independent course of the judicial tribunals.

The protest of the Duke of Fitz-James, which so ably though briefly demonstrated the monstrous illegality of the *ordonnances* subjecting Paris to martial law, prepared for this decision of the highest court; and the government of Louis Philippe must stand as it can against the ridicule of unavailing arrests and defeated oppressions; Messrs. Fitz-James, Chateaubriand, and Hyde de Neuville, had been liberated without a trial; and the three Deputies who concealed themselves against arrest by martial law, Messrs. Garnier Pagés, Cabet, and Boissière, have surrendered to an acknowledgment of the jurisdiction of the regular tribunals.—M. Caré, the Editor of the *National*, was expected to follow their example. The King of the French seems puzzled to find a successor to M. Casimir Perrier. M. Dupin had left Paris again, under the displeasure it was said of the King. M. de Talleyrand fights shy; and, meantime, France is delivered up to the rule of the "*mediocrités*," who are incapable of appreciating the true condition of the country, or of public opinion.

Of Don Pedro and his movements there is nothing further. The "last decision" of the London Conference seems not to have settled the Belgian question, and there must yet be other "last" ones, we imagine.

The spirit of enthusiasm in behalf of Poland, which was lit up in the British House of Commons on the 28th June, is becoming general throughout the kingdom.

In the House of Lords, July 3d, the Marquis of Londonderry expressed his surprise at the extraordinary mission of Lord Durham to St. Petersburg. The embassy of so high a personage as the Lord Priory Seal, must be of the greatest importance. He hoped the Ambassador was instructed to soften the language opprobriously used in Parliament against an illustrious monarch with whom they were in alliance. His lordship then said that the continued occupation of Ancona and Algiers by the French, required explanation; but he particularly wished to know whether the Belgian treaty had been ratified by all the five Powers:—and whether it was the non-acquiescence of the King of Holland that prevented the full development of the facts relative to the treaty?

Earl Grey despaired of giving satisfaction to the noble marquis; but said it must be evident to their Lordships, that on a subject of such delicacy and importance as the mission to St. Petersburg, he could not then enter into any explanations. He agreed with the noble marquis, that so long as the negotiations between Holland and Belgium remained unsettled, there was danger to the peace of Europe—and he had spared no pains to bring them to a satisfactory conclusion: but he regretted to say, that this had not yet been accomplished.

London, July 5.—The accounts of Revenue for the quarter which ended yesterday, have been made up. A deficiency, as compared with the corresponding quarter, was from various causes anticipated, and has occurred, but without exceeding the amount of loss apprehended. The gross deficit on the quarter is about 344,000*l.*; on the year, 2,660,000*l.* The Customs have exhibited the greatest falling off, chiefly from the obstruction of intercourse, and stagnation of trade, in consequence of the approach of *Cholera* to various parts of Europe. The *Excise* is the only branch of duty which presents an increase

on the quarter, (56,000*l.*) and the Stamp the only one upon the entire twelvemonth, (viz. 48,000*l.*)—The sudden start of the *Excise* during the last three months affords a satisfactory presumption that the means of comfort are now reviving amongst the great body of the people. A part of the decrease perceptible in the Customs may be ascribed to the non-importation of corn during the last year, and the consequent loss of duty.

The declared value of the hardware and cutlery exported in the last year from Great Britain to foreign countries was 1,620,631*l.* Infinitely the greatest portion of this was to the United States of America, its amount having been nearly two-thirds of the total exportation. The exports of all commodities to the United States exceed 8,000,000*l.*

## BELGIUM.

The war department of Belgium, first rendered effective by the industry of M. de Brouckere, the late Minister, has lost nothing of its efficiency in the hands of the French Generals Evain and Desprez; a large army is already on foot—the Chamber of Representatives has voted, almost unanimously, a further addition of 33,000 men as a corps of reserve, together with a credit of 5,000,000 florins for the purposes of the war. The Belgian troops are already assembled in menacing masses upon the Dutch frontier ready for action—the Minister of War has not disguised from the Legislature that all these preparations intend immediate and active hostilities; and General Desprez has actually set out for Maestricht, in order to concert measures for placing that fortress in a state of blockade, and thus compelling the Dutch to commence the evacuation of the country, or take the consequence of hostile efforts for their violent ejection.

## FRANCE.

London, July 3.—The highest court of appeal known to the laws of France has established a new claim to the national respect and gratitude, by releasing the inhabitants of Paris from the terrors of military tyranny. The Court of Cassation, on Friday last, pronounced the sentence of the court-martial upon Geoffroy to be illegal, quashed and annulled the whole of the proceedings, declaring that Geoffroy should be sent before his natural judges, and be examined in the first instance by the officer of the Tribunal of Paris.

This must be regarded as a glorious triumph for law and freedom, and peace and order—for the sake of public confidence in the stability of a regular Government, as contrasted with that capricious and unbridled despotism, which is never safe from the risk of a sudden transition to anarchy,—or rather, indeed, contains within itself the true principle of all anarchy, which is no more than unregulated power. This is not the first occasion by many, wherein the judicial authorities of France have proved themselves the saviours of all her civil rights and institutions.

(From the *Messenger des Chambres*.)

It is reported at the Palace that the arrêt of the Court of Cassation was carried by a majority of nine to three.

A convocation of the Chambers is talked of for July 20. Other reports mention the 1st of August as the period at which this will take place, and that the Cabinet will not be re-modelled until that time.

The Court of Cassation, in its sitting on the 30th June, admitted the legality of the appeal of Messrs. Colombat, Hassenfratz, Tiellemans, and Deloffre, against the judgments of the two Councils of War of the First Military Division.

(From the *Messenger des Chambres*, July 5.)

Three Poles of distinction, M. Anthony Astrowski, Count Palatine, and General-in-Chief of the Polish National Guards; M. Choynecki, an old Colonel, who served under Napoleon; and M. Joachim Lelewel, a celebrated author, have received orders to quit Paris and France within five days, and never to return upon the French territory.

The *Quetidiens*, the *National*, and the *Tribune*, were yesterday seized at the post-office.

M. Pitrat, editor of the *Gazette du Lyonnais*, was condemned on the 28th ult. by the Court of Assizes at Lyons, to six months' imprisonment and a fine of 1,500*l.*, having been found guilty of an attack upon the Royal dignity, in an article which had been inserted in that journal.

Orders have already been given for preparations for the fêtes of celebration, the 27th, 28th, and 29th. The theatre and orchestra having been arranged at the Champ Elysées, and it is expected to be a very brilliant affair.

(From Gallenag's Messenger.)

Sunday, the Commissary of Police at Belleville, accompanied by a party of gendarmes, went to the

house of the Saint Simonians, at Monilmontant, in order to dissolve the society. He found the fraternity occupied in digging their garden, singing canticles to the sound of music, surrounded by about 1,500 spectators. The Commissary desired to speak with the Pere Enfantin, but was referred to M. Michel Chevalier, to whom the affairs of the house were intrusted. The Commissary announced that he came with orders to clear the house of every person found in it; but after putting some questions to M. Chevalier, and holding a conference at some length with him, he left the house, saying he would return the next morning. He, however, did not repeat his visit, and we have yet to learn what is or will be the termination of this affair.

(Private Correspondence.)

Paris, Tuesday, July 3, 4 o'clock, P. M.—When the *Cour de Cassation* pronounced the incompetency of the military tribunals, from whose judgment an appeal had been brought into that Court, the Ministerial papers announced that the Chambers should be convoked immediately, for the express purpose of their being required formally to acknowledge the authority claimed by the Government, as belonging naturally to its attributes, of proclaiming martial law whenever it was deemed expedient. To-day it is asserted that, on further consideration, it has been deemed necessary to put off their meeting until the latter part of October, or the beginning of November. Meanwhile no decision is taken with regard to the disposal of the prisoners arrested after the late riots, and they continue under the same rigorous confinement as when martial law was in force.

M. Dupin has left for a distant part of the country, and with his departure all the hopes entertained by his friends that he would join the Ministry have vanished.

It is impossible to say whether the ministry will continue as it is at present until the remote period for which the meeting of the Chambers is now said to have been fixed upon. For several weeks and even months past, the Cabinet has appeared so unsettled, and each of its members still holds office on so uncertain a tenure, that it would be difficult to hazard even a conjecture as to whether things will go on as they are, or undergo a speedy change or modification.

The papers have informed you of the Duke of Orleans's return to Paris. His journey may serve to put the government in possession of the true state of political feeling in the parts of the country which he has visited.

It has been reported that the Duchess de Berri has quitted France, and arrived at Guernsey on the 25th ult. This, however, is not yet positively known, and her friends here say that she is still in La Vendée. Several Carlists of note are in Guernsey; among them are the two brothers Cardoual.

FROM ENGLAND.—By the arrival on Sunday of the packet ship *Hudson*, Capt. Morgan, bringing papers to the evening of the 14th July, we have intelligence eight days later from London.

A dissolution of the British Parliament was expected.

The Scotch Reform Bill was under discussion in the House of Lords.

The crops in England and on the Continent promise an abundant harvest.

The affairs of Holland and Belgium remain unadjusted, and warlike preparations continued on both sides.

The Edinburgh Observer states that Sir Walter Scott had arrived there after a short passage, having borne the voyage very well.

Prince Achille Murat has arrived in London for the purpose of seeing his wife embark for America. The Prince, who is a colonel in the Belgian service, will return to Brussels as soon as his lady shall have embarked for America.—[London Courier, July 12.]

The Poles at Gottingen, it was said, have had all their papers returned to them by the Russian Government, on which occasion great joy was manifested.

The fine university at Wilna in Poland has been dissolved, and its splendid library of 200,000 volumes removed to St. Petersburg.

M. de St. Martin, member of the Academy of Inscription and Belles Lettres, died on the 11th at Paris, of cholera.

The Pope has issued a Bull of excommunication



against all the Liberals in his dominions, and interdicting all Catholics from having any communication with them.

The Russo-Dutch Loan was discussed in the House of Commons, July 12, in favor of which there was a majority of 46—so that the four millions sterling, as far as the guaranty of the British Government is concerned, is now for the second time justified by Parliament.

Corporal punishment had been abolished in the Prussian army.

The peers and members of the House of Commons are favorably disposed to the London and Birmingham Railway.

The Bavarian Government has directed that all trees of liberty, the tri-colored cockades, and party badges should be laid aside.

At Mankiem, 47 persons, including some students, had been arrested.

Some Austrian troops had arrived in the environs of Verona, with 300 pieces of artillery.

The correspondence between the Cabinets of Paris and Vienna continued frequent, relating, it was supposed, to the affairs of Italy.

One hundred and fifty-four houses were burnt in St. Petersburg, on the 20th June, by a fire which broke out in the Moscow quarter. The post office was among the number.

London, July 15.—A considerable number of cases of cholera have occurred in London during the last fortnight, and the disease is still slowly on the increase; though there is nothing at present which can be regarded as amounting to an epidemic return of the pestilence. The influence of a diet consisting of an unusual proportion of fruit and vegetables, has been manifested here as elsewhere, and the effects have clearly shown that, where the predisposition is generated, the subtle causes of the cholera, whatever these may be, still exist around us in sufficient intensity to produce the disease in its malignant form. [Medical Gazette.]

Cholera.—Daily Report from the country, July 13.—Remaining at last report, 1,065; new cases, 270; deaths, 94; recoveries, 155; remaining, 1,086.

Cholera at Liverpool, Thursday.—New cases, 78; deaths, 24; recoveries, 71; remaining, 332.

The deaths in Dublin of cholera on the 9th were 45, new cases 125. There were 553 patients in hospital. On the 11th, 213 new cases, 62 deaths.

London, July 12.—The Paris papers of Tuesday were received last night. Paris continued tranquil. The insurrection in the western parts appears to be over. The Chambers it was reported, would not be convened before November next. The harvest throughout France is described as superb. The foreign news brought by these conveyances is interesting. The Duc de Reichstadt is said to have experienced a change for the better.

The visit of the mother of young Napoleon to her dying son, is described as a most affecting scene.

London, July 10.—We are sorry to have to announce, that in consequence of the state of Ireland, a prompt addition to its military force has been deemed necessary, and that the following Regiments are now under orders for that distracted country, the 14th, the 85th, the 90th, and 91st. This last Regiment commenced its march this morning for Manchester, to embark at Liverpool. The 80th Regiment has been recently sent to Ireland, and a battalion of the Guards is now on its march to supply the place of the battalion which has just returned from Dublin.

Paris, July 11.—Letters from Madrid state, that of the 100 pieces of artillery which the army of Andalusia were to send to Cadix, 40 had already arrived at their destination, and 60 others were closely following. [Messager des Chambres.]

#### FRANCE.

The naval armaments ordered at Cherbourg are said to have Scheldt for their object. The French regular army is officially stated at 314,000 men.

The cholera is again making rapid strides in this capital; the last return shows an increase of 29. It is attributed to the melons, which are very cheap this year.

Messrs. Cabot and Garnier Pages were examined on Saturday by M. Leblond, Juge d'Instruction. The Messager des Chambres says, that all the questions were written down beforehand, and that the following were among them:—"Have you heard that the Republic was to be proclaimed?"—"Do you know Gen. Romarino?"—"Have you heard that he was to be proclaimed Generalissimo of the

Republic?"—"Do you know the Sieur Lachapelle?"—"Have you heard that he was to be proclaimed Dictator of the Republic?" It is scarcely necessary to add, continues the Messager, that nothing was elicited tending, in the slightest degree, to inculpate either of the Honorable Deputies.

#### HOLLAND AND BELGIUM.

London, July 12.—All the accounts from Holland now breathe of immediate war. The King and with him the nation, appear to consider that they have, by the last communication, thrown down the gauntlet of defiance to the Conference, and they are preparing to abide the result. On Wednesday last his Majesty set out for Loo, whence he was expected to return to the Hague in a few days. Hostilities, upon a petty scale, have already commenced near Maestricht. Direct accounts from that quarter, of the 3d, contain the following particulars:—"On the 2d of this month strong detachments of infantry and cavalry were placed at the Belgian Custom-houses round Maestricht, to support the officers; and round the fortress, at the distance of about a league. Posts of Belgian cavalry and infantry are placed, which are to stop all corn, cattle, hay, and straw, coming to this place. The same morning the Belgian troops stopped the post-wagon from Aix-la-Chapelle, to Maestricht, and arrested M. Wyngoud, Surgeon-Major, and Lieut Vorchur, of the artillery, and took them to Meer, where the Belgian headquarters now are. According to accounts received here, the Belgian troops have orders to stop all Dutch officers going from Maestricht to Aix-la-Chapelle, or from Aix-la-Chapelle to Maestricht."

[From the London Courier of July 14.]

We have received accounts from Brussels of a private and authentic nature, by which we learn that the King of Belgium has positively declined all overtures for a new negotiation with Holland, on any other basis than the evacuation of that portion of the Belgian territory occupied by the Dutch on or before the 20th inst. His Majesty, however, being most anxious, as well in consideration of the interests of Belgium as of the general desire of Europe, to remain at peace, could not, we are assured, oppose any obstacle to negotiations upon the principle of mutual concession, although he does insist on the evacuation of Antwerp and other parts of the Belgian territory, being a necessary preliminary to such concessions.

The King, on his return to Brussels, from an inspection of the army, which occupied five days, expressed not only great satisfaction, but also astonishment, at the progress which it had made in discipline. The army in its present state forms indeed a striking contrast to what it was in 1831. There is great enthusiasm among the troops, not only in favor of the king personally, but also of the national independence, whilst, however, there exists throughout the country a strong desire to maintain peace, provided it can be effected without dishonor.

London, July 15.—The Conference renewed their sittings during the past week, and have sat four days. On Friday, we understand, another protocol received the signature of the Representatives of the five contracting Powers. The respective ambassadors and ministers sent off couriers late the same night for their respective governments. It is believed that certain modifications of the treaty have been submitted to the King of Holland, in the form of an ultimatum, to which it was supposed he would accede. This, however, cannot be otherwise than doubtful. Things, in truth, look as warlike as ever. It is known that the troops of Leopold have nearly surrounded Maestricht. We expect to hear that the King of Holland has demanded that they should be withdrawn, and this refused, proceed to hostilities—relying on its being made to appear to the great Powers that he was not the original aggressor, the Belgians having, in fact, by their military movements, made war on him.

We yesterday received advices direct from the Hague: Sir Charles Bagot was expected to leave for London in a few days. The utmost exertions continued to be made by the Dutch troops, both in garrison at Lier, the Tete de Flanders, and other frontier fortresses, as also in the camp at D'Oirschot, where at the date of the last accounts, the Prince of Orange was daily inspecting the troops, and making every preparation for the renewal of hostilities. Despatches are said to have been received from Baron Fagel, the Dutch Minister at Paris, despairing of any concession being made by the present French Government; and the intrigues of the Belgian minister, M. le Hon, are said to carry all before him. The Belgians seem to rely materially on the assistance of a British naval force; and a few merchant vessels appearing off Westcapelle,

had been, from their sanguine expectations, converted into a British squadron of men of war, entering the Scheldt. Prince William, (the King's second son) would arrive in the Russian capital several weeks before Lord Durham could reach his destination.

#### POLAND.

The Member of the Diet, Modlinski, and another, whose name is not mentioned, who had been released from a long imprisonment upon condition of a dishonorable declaration, and who had rejected the terms of their liberation, were again confined, and died in prison at the end of four days.

The Russians apprehend a new revolution at Warsaw, and every night strong patrols, followed by artillery, scour the streets.

Four hundred and fifty Poles have been embarked, under the authority of the Prussian and Russian Governments, at Dantzic for the South of France.

#### PORTUGAL.

Lisbon, June 20.—A decree of the King, published by the Minister of Finance, orders that, in consequence of the extraordinary expenses necessary for the defence of the kingdom against the machinations of the revolutionary faction, his Majesty's faithful subjects are called upon to pay, for this once only, the sum or value of the tenth of the income which they derived last year from their estates and revenues, without any distinction of secular or ecclesiastical property; and it appearing that this revenue is not sufficient for the purposes of the support of the army, and the other expenses of its actual organization, his Majesty is pleased to order a window tax for four years.

PORTUGAL, June 25.—The Lisbon letters are teeming with important evidence as to the state of public opinion in Lisbon, and the manner in which the usurper looks forward to the dreaded visitation from his brother. This testimony continues to be of the most assuring character, and it would now appear that, despairing at length of all chance of successful resistance, Don Miguel has made up his mind to abscond either to Italy or America. He seems to be in high favor with the officers of the American vessel in the Tagus, having, it would appear, effectually won the hearts of the "cute" Yankees by the payment in hard dollars of all their recent demands. It must be a "severe" cause or Constitution, indeed, which could successfully compete with such blandishments in the eyes of Brother Jonathan. [Morning Herald.]

Lisbon, June 25.—Abundance of constitutional papers (printed in Lisbon) were found this morning about the streets, having been scattered in all parts during the night. They advise Don Miguel not to attempt making his escape, for that the attempt will be useless; they accuse him of many crimes, and threaten him with the loss of his head. He is told that the writer is an old acquaintance of his, who knows him well, &c.

June 28.—In my last of the 25th inst. I mentioned Don Miguel's visit to the American corvette. The object of his visit has occasioned much speculation. Considerable treasure, says report, has been shipped on board this vessel; four large boxes, brought in a boat which accompanied Don Miguel's yacht, were conveyed on board at the time of the visit, and others at other times, not excepting the hour of midnight, and from various places. It is said that Don Miguel's intention, in the event of failure, is to fly to America. In the meantime, however, certain proposals are to be made, on the part of Don Miguel, to his brother, through the medium of the Americans.

The embarrassments of the Government at the present momentous crisis are excessive. The end of the month is all but arrived; the troops must be paid, and there is no money in the coffers; in this extremity a demand of 200 contos is made upon the Bank of Lisbon; the Bank demurs; a meeting of the committee, and a general meeting of the Directors, have been held yesterday and to-day. This day the Bank has sustained a very heavy run.

The discount upon Government paper, which, for the last 10 days or more, has been steady at 23.12 per cent., is to-day suddenly fallen to 22.34 per cent.

#### GREECE.

Letters recently received from Patras and Naupoli, state that on the 9th of May, the Commandant Zavella hoisted on the fortress of Patras the standard of Prince Otho. It bears a phoenix, surrounded by a wreath of olive, with the inscription, "Otho I., Sovereign Prince of Greece." Several other commanders in continental Greece and Peloponnesus are said to have done the same thing;



and it is added, that Conducci, Colletti, Ipsilanti, Bozzaria, and Griva, the members of the committee of government, are so strongly suspected of betraying the national interests, that it is expected that a new committee will shortly be formed in the name of Prince Otho.

**THREE DAYS LATER FROM ENGLAND.**—By the packet ship Canada, Capt. Wilson, which arrived Monday, from Liverpool, having left that port as late as the 15th of July, we have received our regular files of English papers to the eve of her departure.

Don Miguel had issued a decree, declaring Lisbon, and all the places on the sea-coast of the kingdom, "in a state of siege." Many noble persons are arrested and gone to prison within a few hours, among whom are the Marquess de Alvoita, Marquess de Allegria, Baroness Tabareira, Donna Larissa de Camera, daughter of the Conde de Taipa, and many others.

The particulars of Don Pedro's descent upon Portugal will be found below. In England their King's assent had been given to the Scotch Reform Bill.

Paris continues tranquil, but the government are taking measures to prevent disturbances which may take place on the anniversary celebration of the great days of the end of July. Nothing new has transpired respecting the ministry, which is still in the same imperfect state. We give elsewhere some observations of the *Messenger des Chambres* upon the state of the departments. The Minister of Finance has published the usual statement of the revenue for the first six months of the present year. As compared with 1830, there is a decrease of 29,960,000 francs, of which a reduction in the duty of spirituous liquors produced a diminution of 16,200,000 francs—leaving the real deficit, as compared with 1830, only 13,760,000 francs: for the first six months of 1832, compared with the year 1831, however, there is an improvement in the first quarter of 9,070,000 francs. Total increase, 11,117,000 francs.

The accounts from Holland are of a warlike complexion, and Belgium is believed to be likewise ready for an ultimate appeal to the sword. But the most active germ of commotion is now to be found in the manifesto of the "German league for arresting the march of liberal principles" which has just been promulgated at Frankfurt. It is an official protocol of measures adopted by the Diet of the Confederacy, the chief object of which seemed to be to render the representative bodies of the several states useless, by relieving the respective Princes from the embarrassments which the efficient control of such assemblies is calculated to create to arbitrary Governments, and to protect Austria and Prussia against the dangerous example of the beneficial operation of popular institutions. This extraordinary document, intended to crush the spirit of freedom in Germany, is entitled "Public Protocol of the 22d Sitting of the German Confederacy, holden on the 28th of June, 1832."

After it had been stated to the assembly of Envoys and Ministers present, that the fermentation in several countries of Germany, having reached to such a height, that it not only menaces the internal tranquility and the safety of the different States, but even the existence of the whole Confederation, &c. &c. the measures agreed on to correct this state of things, were briefly as follows:

1. Every German Sovereign, as a member of the Confederation, is not only authorised to reject the petitions of the Estates for privileges not secured to them by their respective constitutions, but his duty to reject them flows from the object of the Confederation itself.

2. No Estate shall be at liberty to make the granting of taxes required by the Sovereign, dependant upon the fulfilment of any other object, or the concession of any privilege. "When in any Confederate State, by the resistance of the inhabitants to the Government, internal tranquility is directly threat-

ened, and propagation of seditious movements to be feared, or if an insurrection has actually broken out and the Government itself, after having tried all legal means, claims the assistance of the Confederation, the latter is bound immediately to offer its assistance towards the restoration of order. If in the latter case, the Government is notoriously unable to suppress the rebellion by its own means, and hindered from applying to the Confederation for assistance by circumstances, the Confederation is then bound, even though not applied to, to interfere for the re-establishment of order."

3. The internal legislation of the German Confederate States must not be opposed to the object of the Confederation, nor impede the fulfilment of the federal duties, particularly the levying of the necessary supplies.

4. A committee shall be appointed by the Diet, expressly for this purpose, to make itself constantly acquainted with the proceedings of the Estates in the German Confederate States; to take into consideration the proposals and resolutions, contrary to the obligation, with respect to the Confederation, or the rights of the Government guaranteed by the federal compact, and to give notice of such to the Diet, which will then, if it judges the matter deserving of attention, consult with the Governments interested.

5. The Government of the Confederation bind themselves severally and collectively to each other, to adopt and carry into effect, as they have hitherto been bound to do by their federal relations, proper measures to prevent all attacks on the Confederation in the Assemblies of the Estates, and to repress such attacks, each according to the forms of its constitution.

6. The German Confederation alone, and exclusively, is authorized to interpret the Act of Confederation, and the penal act, which right it exercises through the Diet, its legal organ.

This precious state paper, which the London Times pronounces among the most frightful attempts upon human independence and happiness recorded in the Annals of Europe, has been received with the deepest feeling in Paris. This, say the Papers, is a crusade preached against liberty; not merely German, but, in the terms of the manifesto, "disturbances" (or liberty) "which may manifest themselves in any quarter of Europe." The *Messenger des Chambres* observes that it contains the germs of ten Revolutions: and indeed it requires but a glance at the present state of things in Europe, to see that this attempt to crush the liberty of speech and writing, from the shores of the Baltic to those of the Adriatic, and reduce the press to one "uniform" restraint throughout the federated territories, will alarm the patriotism of the Germans, and make the smaller States unite against this monstrous tyranny.

The London Times regards the assumption of despotic power betrayed in this atrocious edict, as evincing the determination of the Courts of Berlin and Vienna to put down all spirit of resistance among the German States, and then to swallow and incorporate them with their own vast monarchies. No one can doubt for a moment but that so intelligent and high spirited a people as the Germans will at once perceive the full consequence of this gigantic villany, and anticipate them by striking that blow for their independence which the ardent spirits of that country have long meditated, and which must now fall or never. If they now submit, and the schemes of Austria and Prussia are consummated, to their own humiliation must be superadded the contempt of the world. Of this, however, there can hardly be an apprehension. A movement like that of Metternich was only wanting to convince the brave, the upright, and the good among the Germans, that, in the words of Gentz's address to his countrymen, after the battle of Austerlitz: "A league between them is the only power—the only invincible coalition, which can restore liberty to the nation and repose to Europe."

#### ENGLAND.

LONDON, July 17.—Orders have been suddenly received here for all the remaining officers and men of the Royal Marine Artillery, not embarked in any of

his Majesty's ships, about 100 in number, to proceed to Plymouth, where they will be joined by about 300 of the Royal Marines of that division, to form part of a secret expedition, the command of which will be given to Major Park, C. B. They will take a brigade of guns and Congreve rockets. Different opinions exist as to their probable destination—Lisbon, Antwerp, and Minorca, being each named. We have no good reason for attaching any particular credit to either of these rumors in preference to the others.—[Portsmouth Herald.]

It is said that the idea of a change of Ministry has for the present been abandoned; but there seems little doubt, however, that it will be revived shortly. The plan proposed by the Wellington party to the King, was to make Sir Robert Peel Premier, the Duke of Richmond one of the principal Secretaries of State, and to continue Lord Palmerston at the Foreign Office; the other posts were to have been filled by moderate Tories.—[Court Journal.]

Sir Walter Scott.—An Edinburgh paper states, that the health of Sir Walter Scott is better than is generally supposed. When he stopped at the Fushie Bridge, on his road to Abbotsford, he immediately recognized the old lady of the house (who is supposed to be the prototype of Meg Dodds), and gave her a hearty shake of the hand. The old lady had been in raptures ever since.

Anna Maria Porter, the popular Novelist, died lately at Clifton, (Eng.) after a short illness.

We regret exceedingly, says a late London paper that Mr. Galt, the novelist, has had an attack of paralysis, which confines him to his room. The attack has settled in his lower limbs, and strong hopes are entertained that Mr. Galt will soon recover the use of them; but his illness is most unfortunate at this particular moment, as it will interrupt his active and praiseworthy schemes of emigration to Canada, by means of the New Canada Company, of which he is the founder.

Council Office, Whitehall, July 17.

England and Scotland.—New cases, 169; deaths, 62; recovered, 93. Total cases since commencement, 18,554; total deaths, 6,949.

LIVERPOOL, July 19.—The *African Expedition* has not yet sailed, though it was expected to have done so last week. It will probably leave Liverpool in a day or two. The steamboats, one of which is composed of iron, are two of the neatest and most elegant that we ever saw, and have been very generally admired.

#### FRANCE.

[From the *Messenger des Chambres* of July 15.] PARIS, July 14.—While the *Debats* and others contradict our accounts of the affairs of the West, by Postscripts of Letters, written in the fourth military division, the capital of which is Tours, a town 30 leagues from La Vendee, the following is an extract from the *Journal of the Mains and Loire*, which confirms the accounts that we have not ceased to give for the sake of the public interest:

"The accounts which we received from the neighboring departments are far from being satisfactory: the arrondissements of Fontenay, Bressuire, and Parthenay, are said to be still disturbed by bands, which are not very numerous, it is true, but whose presence in the country excites uneasiness and some fear in the minds of the country people. Let the Government have an eye to these commencements of insurrections—let it examine with scrupulous attention the conduct of the Nobles, but especially that of certain Popish Priests, whose impunity emboldens—let it not fear to adopt towards them the measures which the safety of the country calls for, and the partial attempts which have taken place in the arrondissement above mentioned will find no sympathy. But the indolent system which has prevailed for eighteen months still finds supporters in the King's Council; all that we have seen in our country will recommence—alarm in the country, commerce destroyed, plundered farms, isolated murders; and after all these troubles, we shall be obliged again to take up arms and pursue these wretches. Some energetic and persevering measures, adopted without delay, would in a few days have put them out of a condition to do mischief."

#### HOLLAND AND BELGIUM.

The King of Holland has given a final answer to the requisitions of the Conference respecting Belgium. He has absolutely refused to recognize the independence of the Belgians, on any other terms than those of the closing of the Scheldt against them, the annexation of Limburg to Holland, the retention of Luxemburg, and an appointment of a much larger amount of debt to the Belgians. It



is taken for granted that this ultimatum will be rejected by the Conference. Indeed all accounts from Holland now breathe immediate war. The King, and with him the nation, appear to consider that they have, by this communication, thrown down the gauntlet of defiance to the conference, and they were preparing to abide the result. Hostilities upon a petty scale have already commenced near Maestricht.—King Leopold is stated to have positively declared, that he would listen to no new terms likely to be proposed for the adjustment of affairs between himself and the King of Holland; and that if the complete evacuation of the Belgian territory did not take place by the 30th instant, the siege of Maestricht would be formed on the following day.

## PORTUGAL.

On the 8th of July, the squadron of the Ex-Emperor arrived off Oporto bar, and came to anchor, and on the morning of the 10th he landed his force at the village of Mettosinhoes (north side of the Douro). His whole force consists of troops to the amount of 7,500, of which about 460 are English, and the same number of French. The landing was stated to have been effected in regular and good order, as there was not the slightest opposition offered. Some of Miguel's cavalry came down, but not near enough to fire, and suddenly wheeled round, (after, as it appeared, some parly among themselves) and retreated.

After the landing had been effected, the troops were formed in marching order, and the word "Forward" given for Oporto, which place they entered without any opposition, as the governor and troops of Dom Miguel, and the police, abandoned the place and fled, (over the bridge across the Douro,) to Villa Nova, which is directly on the opposite side.

The Miguelite troops partly destroyed the bridge, which is formed of boats, after they had passed over, and considerably annoyed Don Pedro's force throughout Monday, when it was resolved that a landing should be effected at Villa Nova by the small vessels, protected by the guns of the steamers, &c., and 3,000 of Don Pedro's force were landed in a dashing manner, well under covers of the steamers, who plyed in their own draught of water on the occasion. The troops of Miguel again fled into the interior, after some hard fighting. About this time a most melancholy occurrence took place in the ranks of Miguel. One of his regiments of the line threw up their caps, and shouted simultaneously for Donna Maria, when they were immediately hemmed in by all his other troops, and nearly the whole of the regiment massacred.

## POLAND.

WARSAW, June 2.—My former information of the existence of a revolt in a part of Lithuania is daily gaining ground. The experienced people have made the large forest of Bialowies the abode for their security. The body of insurgents is mostly composed of the inhabitants of the surrounding country, who being the constant objects of Russian persecution, oppression, and deportations to Siberia, saw in the revolt the only means of rescuing themselves from the cruel fate impending over them. Among the number are many citizens of wealth and respectability, with their families, and the peasantry of adjoining villages. The Russians themselves do not conceal the existence of the fact, but seem to exaggerate much the number of the insurgents, which they give out to be 30,000 men. It is not long since a whole regiment of Cossacks was cut to pieces in an engagement with these desperate men. They are said to possess 12 pieces of cannon, which they had captured from the Russians, but to be in want of ammunition. They give no quarter to the Russians; the terror, therefore, is great, and their number is increasing by deserters from the army. Russia already appropriates to herself the revenue of the Kingdom, her army is paid from the Polish treasury, and the Poles have further to defray the expenses of the new fortifications erected to keep them still more in bondage. Up to this time upwards 10,000,000 florins have been disposed in this way, and considerable sums have also been drawn on the bank, in the shape of loans. All vestiges of our nationality, even in the most trifling particulars, are everywhere put down, and made to disappear before the cruel jealousy of the public enemy. The outworks of the citadel are proceeding rapidly; the first edifice erected in it is the state prison. Up to this moment, not more than 150 Polish soldiers have voluntarily entered the Russian service; the last were enrolled by compulsion, or by holding out to them promises which will never be realized. They were immediately marched off into the interior of Russia. The volunteers, however, were introduced to Field Marshal Paskewitch, which was done on account

of the singularity of the case; on which occasion each received two Dutch ducats from his own hand. A levy of 25,000 recruits has again been ordered, which will considerably thin the young population in Poland. They will all be put among Russian regiments.

THREE DAYS LATER FROM FRANCE.—The Kentucky, Capt. Dennis, from Havre, which arrived on Thursday has brought Paris papers of the 19th, and Havre of the 20th ult. Their contents are not very important. The cholera rages more violently than ever. The increase of the disease is attributed to an imprudent use of the fruits of the season, &c.

The deaths on 18th July were 205; viz. at large 152, hospitals 53. Increase from the previous day, 35. Admitted to the hospitals, 118; cured, 21.—Died of other diseases, 48.

A Vienna date of July 7th states that the cholera continues to carry off many victims in that city.

The Plague is announced as having made its appearance in Constantinople; the symptoms are stated to be more alarming than previous.

PARIS, July 17.—The Moniteur of to-day denies that the French Government has given its adhesion to the measures adopted by the Germanic Diet.

PARIS, July 17.—It is said that the police have discovered a secret Printing-Office, from which have issued most of the Carlist proclamations that have inundated the city for some time past.

We have news to-day which confirms the previous reports of a violent insurrection in Rhenish Bavaria, and that a party of troops had joined the insurgents. Austrian and Prussian troops were expected immediately.

PARIS, July 19.—Private letters received from the Hague state that the King of Holland has just received intelligence from Prince Frederick of Holland, dated at Berlin, which indicate a disposition on the part of the Prussian government to sustain the Dutch cabinet in the course which it has hitherto pursued. And in truth, when we see, the Austrians and Prussians on the point of establishing themselves on the Rhine, it is not surprising that all concession is refused, since it is certain that those powers will assist the Dutch, the moment France shall render aid to the Belgians.

In spite of the uncertainty in regard to the fate of Belgium, the King of the French perseveres in the intention of giving his daughter in marriage to King Leopold, hoping that this alliance will add respectability to the new realm, in the view of the King of Holland, and give it greater chances of permanence. It is now said that the marriage will take place on the 8th or 10th of August.

TURIN, July 6.—A French courier has passed through this place, on his way to Rome, for the purpose of conveying to M. de St. Aulaire the reply to the note of the Roman Court on the subject of the evacuation of Ancona. It is said to be of an evasive tenor. The French Cabinet give it to be understood that it is impossible at this moment to comply with the wishes of the Pope, but they hope for a more favorable period.

MADRID, July 10.—The whole Court is in a state of anxiety in consequence of an indisposition of the King, the nature of which is concealed by the physicians. Our town is full of Carlists.

ALEXANDRIA, June 2.—Particulars of the Capture of Acre.—Two days ago the Pacha received the joyful news that St. Jean d'Acre had surrendered to his troops. The bombardment commenced on 19th May. On 27th four breaches had been made. Ibrahim Pacha then ordered an assault. Placing himself at the head of his troops, he inspired them with courage by his own example. At length the Egyptians succeeded in gaining possession of the ramparts. Ibrahim manifested great personal courage on the occasion. A mine was sprung by Abdallah, and occasioned great loss to the besiegers. At length he retired to a tower, where he continued his resistance. Ibrahim demanded immediate surrender, promising to spare his life and those of his friends, and not to molest his private property.—Abdallah then gave himself up to his generous conqueror, who permitted him to depart wherever he pleased. Many excesses took place after the capture of the town, but we have no time to enter into details.

The Egyptian fleet consists of two ships of the line of 100 guns each, seven frigates of 60 guns, and several corvettes, brigs, &c. A three decked

ship of the line will soon be added. The Ottoman fleet, at the date of the last accounts, was in the Dardanelles, nearly ready to sail. The precise land force of the Sultan is not known. He has 20,000 men entrenched at Hamah (Syria). Ibrahim will continue his operations, and we expect shortly to hear of a decisive battle.

P. S.—Abdallah has just arrived at Alexandria, on board an Egyptian brig of war.

From Vera Cruz.—By an arrival at New Orleans on the 3d instant, the editor of the "Bee" has received Vera Cruz papers to the 21st July inclusive, but they contain nothing of importance. The armistice having expired, hostilities had recommenced between the ministerial forces and Santa Anna.—On the 21st Santa Anna was to have marched, with 3000 men, to Cordova, where he was to concentrate his forces. The city of Zamora, in the state of Michoan, had declared in favor of Santa Anna, and a party of 250 or 300 Government troops had surrendered to a corps of 500 men, under Col. Meritague, a partisan of Santa Anna.

## MISCELLANY.

## THE DEATH-FEAST.

We think those of our readers who have not before met with the following poem, will thank us for bringing them acquainted with it. It is taken from a volume entitled "Corn-Law Rhymes, and the Village Patriarch." The author, it appears from his preface, is a self-educated man, and one who has witnessed, in all probability experienced, some of that misery which he so forcibly and truly describes as pervading the laboring community of England. There is a simplicity and pathos in the poem which we have quoted, which cannot fail to touch a sympathetic chord in the bosom of the reader. Honest pride and independence, coupled with deep and genuine affection, are fairly portrayed; nor is the picture of endurance and suffering at all exaggerated; as was remarked by a London reviewer, "what this poem describes happens, ay, daily, in England."—[Wash. Telegraph.]

"The birth-day or the wedding day,  
Let happier mourners keep;  
To death my fatal vows I pay,  
And try in vain to weep.  
Some griefs the strongest soul might shake,  
And I such grief have had;  
My brain is hot—but they mistake,  
Who deem that I am mad.  
My father died, my mother died;  
Four orphans poor were we;  
My brother John worked hard, and tried  
To smile on Jane and me.  
But work grew scarce, while bread grew dear,  
And wages lessened too,  
For Irish hordes were bidders here  
Our half-paid work to do.  
Yet still he strove, with failing breath,  
And sinking cheek, to save  
Consumptive Jane from early death—  
Then joined her in the grave.  
His watery hand in mine I took,  
And kissed him till he slept;  
O, still I see his dying look!  
He tried to smile, and wept!  
I bought his coffin with my bed,  
My gown bought earth and prayer;  
I pawned my mother's ring for bread,  
I pawned my father's chair.  
My Bible yet remains to sell,  
And yet unsold shall be;  
But language fails my woes to tell—  
Even crumbs were scarce with me.  
I sold poor Jane's gray linen then,  
It cost a great year;  
I sold John's hen, and missed the hen  
When eggs were selling dear;  
For autumn nights seemed wintry cold,  
While seldom blazed my fire,  
And eight times eight no more I sold  
When eggs were getting higher.  
But still I glean the moor and heath;  
I wash, they say, with skill;  
And workhouse-bread ne'er crossed my teeth—  
I trust it never will.  
But when the day on which John died  
Returns with all its gloom,  
I seek kind friends, and beg, with pride,  
A banquet for the tomb.  
One friend, my brother James, at least,  
Comes then with me to dine;  
Let others keep the marriage-feast,  
The funeral feast is mine.  
For then on him I fondly call,  
And then he lives again!  
To-morrow is our festival  
Of death, said John, and Jane.  
Even now, behold! they look on me,  
Exulting, from the skies,  
While angels round them weep to see  
The tears gush from their eyes!  
I cannot weep.—Why can I not?  
My tears refuse to flow;  
My feet are cold, my brain is hot—  
Is'tover madness? No.  
Thou smilest, and in scorn—but thou,  
Couldst thou forget the dead?  
No common beggar curries now,  
And begs for burial bread."



The following literary extract is one of unusual character. It is from a Turkish historian, and refers to the event which introduced the Mussulmans into Europe, the capture of Constantinople in 1453. It is translated by a young author, *Arthur Lumley Davis*, who has recently published in England a Turkish grammar, with specimens in prose and verse from Turkish writers. The work whence the present extract is derived, is called *Tadg al Tavarikh*, which means, we are told, "Diamem of Histories." The writer of it, Saadeddin, is deemed the Prince of Ottoman historians. It will be curious to compare his figurative narrative of the fall of Constantinople with the highly wrought relation by Gibbon of the same event.

THE SIEGE AND TAKING OF CONSTANTINOPLE, IN THE FIFTEENTH CENTURY,  
As related by a Turkish Historian.

After relating the unsuccessful negotiation between Palaeologus and the Sultan, he proceeds:

"The besiegers and the besieged pursued their labors; they were under arms from break of day until the sun; the golden-winged bird of Heaven, ceased to be visible in the terrace of the horizon. At length the Moslems placed their cannon, of which we before spoke, in an effectual position, and threw up their entrenchments. It was to the Arabs and Janissaries that the sultan confided this work. The gates and ramparts of Constantinople soon became like the heart of an unfortunate lover—they were pierced in a thousand places. The flames which issued from the mouths of these instruments of warfare, of brazen bodies and fiery jaws, cast grief and dismay among the miscreants. The smoke, which spread itself in the air and ascended towards the heavens, rendered the brightness of day sombre as night; and the face of the world soon became as dark as the black fortune of the unhappy infidels. In liberating the arrows like ambassadors from the bows, the enemies, without guardian angels, were made to hear the information conveyed by the sentence of the Koran, 'Wherever ye be, death will overtake you.' The balistas incessantly projected stones towards the rash defenders of the towers and walls, who experienced the effects of the menaces in the holy book: 'You shall beat them with stones, which contain the sentence of those they reach.' They were sent to the profundity of hell, to confirm the decree of the Judge of the Tribunal of Fate. Nevertheless, the bullets of stone from the artillery of the infidels overturned the bulwarks of the existence of numerous Moslems, and the field of battle was filled with martyrs. Two great vessels, whose elevated masts towered toward the heavens, came on the part of the Franks, full of artifices, and worthy of hell-fire, to bring succour to the Greeks. The miscreants who were on board those vessels threw themselves into the place, and strove to fill up the gaps and breaches with which the fortifications were covered, and to repulse the warriors of the faith. The besieged, confident in this passing success, like a tortoise who quits his shell, showed their heads beyond the ramparts, applying themselves to vociferating reproaches on the Moslems.

It was then that those who among the chiefs of the empire who agreed with Khalil Pasha sought to persuade the victorious monarch of the impossibility of gaining Constantinople, and the necessity of making peace and departing; but this hero, who had a natural aversion to timid and indiscreet counsels, disdained the perfidious advice of those men who taught evil. With firm foot in the place of combat, the Moslems, according to the advice of the faithful Ulemas and Sheiks, continued to precipitate into the pit of death great numbers of the rebels against heaven who defended the place. The Doctor Ahmed Kurani, the Sheik Ak Shemseddin, and the Vizir Zaglus Pasha, who partook of the sentiments of the Sultan, opposed peace and conciliatory measures; saying, that to withdraw their hand from the lap of the robe of Victory would not be fulfilling the resolutions they had made; and relating to the troops the promise of the prophet—'Greece shall be conquered'—pointed out to them how necessary it was to use all their efforts to verify his sentence. 'The greatest combat is that which will take place at the conquest of Constantinople,' and the Moslems, prepared to abandon life in the sight of religion, night and day illumined the field of battle with the lightning of their swords; yet the Beauty, enchantress of victory, did not display her radiant countenance. The prudent monarch assembled the

chief of his warriors, and thus addressed them:

'This side of the place is rendered impregnable by the depth of the fosse; strengthened by every possible means of defence; we cannot, without excessive loss, cross this fosse; and the courier of thoughts cannot even surmount the solid ramparts beyond. The walls encircle the city on three sides: if we only attack it at a single point, we shall have great difficulty in conquering; besides, victory would cause the destruction of a great part of our people: we must therefore find some means of attacking the place by sea.' An immense chain was extended across the strait which separated Constantinople from Galata, which rendered the passage of vessels through it impossible. To find an expedient against this, the chiefs in vain made the couriers of thought traverse the desert of reflection; till at length the conquering King of the World conceived the design of drawing the vessels of the Moslems from the fortress which had been built, and to bring them as far as the port behind Galata. Although the execution of this project must be put among the number of things almost too difficult to be accomplished, yet, by Divine assistance, it was performed with ease. By the surprising skill of their best mechanics, the Moslems were enabled to draw their vessels, large as mountains, out of the sea, upon the land; and having rubbed their keels with grease, they made them glide along the earth, through hill and vale, and launched them on the waves which bathed the ramparts of the city: they afterwards set up a bridge upon these vessels, and formed entrenchments on them. The priests had been incessant in their endeavors to sustain the courage of the besieged, at the same time that they consoled them: 'The taking of Constantinople is impossible,' said they; 'for the astrological predictions of our books show that our city can never be conquered, except when a king shall make his vessels traverse the land, with sails displayed. But when this wonder was presented to their eyes, they knew that their ruin was accomplished: the words expired in their mouths, and the fire of despair gnawed their hearts. The unclean emperor having learned that the fortifications which were on the side of the sea were also attacked, was nigh losing his reason: nevertheless, he reinforced the guard who held that place, and applied himself to repair the walls, sometimes on one side, sometimes on the other; but the Grecian soldiers not being sufficient for this purpose, he ordered the Frankish army to repair the ramparts situated to the south of the Adrianople Gate. The principal Greeks were indignant that the guarding of this place had not been confided to them, who had the greatest interest in defending it, and that it should be left to strangers. Thus discord insinuated itself among the besieged, which occasioned wrong orders to be given for the direction of these troops of error. The Osmanlis were not long in perceiving this; and, regarding their lives as merchandise of a vile price, mounted to the assault with intrepidity, by the breaches which were to the south of the Adrianople Gate. They got beyond the ramparts, when the advance guard of darkness appeared from the western horizon; and soon the stars of night were the witnesses of the superiority of the brave Moslems. On this, the just and valiant monarch commanded his victorious army to put lanterns, or lighted tapers, on the heads of pikes and lances; and until the planet of the fourth heaven should cast his rays upon the earth to continue the combat, in order to give no repose to the despicable infidels, nor to allow them time to repair their breaches. According to the imperial command, the light of the flambeaux and lamps illumined the front of the city and its environs, which became like a plain covered with roses and tulips. The Moslems, in this night, united the double merit of a combat and prayer. With the blood of the martyr they purified the stains of their sins. Soon the sun shone forth from the western darkness; and having put to flight the legions of stars by the arrows and darts of his rays, the crafty general of the Franks mounted the ramparts, in order to repulse the cohorts of the faith. At this moment, a young Moslem, taking the cord of firm resolution, threw himself like a spider upon the walls, and, having vigorously employed his sword like the crescent moon, at one blow sent forth the soul of the infidel from his body, like an owl from its impure nest. On beholding this, the Franks hurried themselves into the road of flight; and, like an impetuous torrent, they hastened towards the sea, to regain their ships. It was then that the Moslems, binding around them the girdle of ardour, and, like the lion in pursuit of his prey, disregarding the rain of arrows, stones, bullets, and shots continually pouring on them, crowded towards the breaches assured that they were

the gates of victory. 'The dust of the combat was raised even to the skies, and covered the vault of heaven as a veil.' The swords reposed not an instant: the darts and arrows incessantly pierced the breasts of the rebel troop. The Osmanlis soon raised the standard of victory on the walls of Constantinople, and proclaimed, with the free tongues of their swords, the Surats of 'Triumph,' and of 'The Ramparts.' The defence of the place slackened; and the good news expressed in the words of the Koran, 'Verily our army shall obtain victory!' gave confidence to the Mussulman troops, and filled them with holy enthusiasm. The Greek emperor, however, surrounded by his bravest soldiers, was in his palace, situate to the north of the Adrianople gate: he sought to defend the avenues against the Moslem warriors; when suddenly he learned that those who raised the excellent standard of the holy word had gained the interior of his palace. He knew, then, that his good fortune was reversed; grief overcame him, and he hastened to fly from his habitation. While regretting his unhappy fate, this man, whose abode was soon to be the shades, exclaimed, 'Where is a place of refuge? He discovered a few of the faithful, who, full of confidence, were occupied in pillage. At this, the fire of hate filled his dark soul; and, rushing upon those unsuspecting Moslems, his scythe-like sword gathered the harvest of their lives. One poor soldier of this band, who was only wounded, bathed in the blood which poured from his wounds, and full of anguish, awaited the approach of death. The Greek monarch, beholding this miserable man, raised his sword to take his last breath. In this moment of despair, the wretched man, aided by the Divine assistance, dragged this enemy of the faith from his saddle adorned with gold, and cast him on the dark earth, making his warlike cimetar descend upon his head. This exploit, which soled the sufferings of the good Moslem, caused those who followed the emperor to fly. With death alone before their eyes, they fled far from the place of combat: not one remained in the field; none dared put hand to sword. In the mean time, the Moslems opened the gates of the city; and the troops, the asylum of victory, who were without, began to enter with the puissant monarch. With his permission, the fortunate troops pillaged the city three nights and three days, feeding the eye of their hopes with the sight of the Grecian beauties. That metal which is a source of misfortune to fools, which gives reputation and pre-eminence to men unknown in the world, was the portion of those who exchanged the wares of this life for the capital of eternal existence. The third day, the heralds of the sublime court made known the will of Mohammed, absolute as destiny: this was, 'That the soldiers should cease from pillage, remaining peaceful, and doing no more injury to any one.' This august command having been executed, the swords were consigned to their sheaths, and the bows to the corner of rest. By the care of the fortunate monarch, the dust of the combat was allayed, the sword of war suspended, the arrows were thrown aside, and the bows were broken. By his noble efforts, the profession of the Mussulman faith, and the five-times-repeated cry of the religion of the prophet, were heard, instead of the detestable sound of the bells. The churches of Constantinople were despoiled of the vile idols which defiled them; they were cleansed from the abominable impurities of the Christian ceremonies. The ancient customs were entirely changed; many temples and chapels of the Nazarenes, by the placing of the Mihrab and the pulpit of the faithful, rivalled the sublime Paradise. The luminous rays of Islam dispelled the dark shadows of wickedness."

MEMOIR OF A SUICIDE.—It is only a short time since Henry Neale, the author of the English series of the 'Romance of History,' closed his career by self-murder, at a time when the vista had just opened sufficiently to present a fair prospect of success. We are now appalled by another suicide, in the same profession and rank of life, the perpetrator of which was a still younger man—indeed, a mere youth—whose introduction to the public seemed, like Neale's, to be full of good omen.

Mr. Fletcher—the circumstances of whose death our readers have been made acquainted with by the newspapers—was educated at Cambridge, and passed through his studies, the proximate object of which was a wranglership, with credit. When just about to receive the reward of his labors, he was guilty of one of those imprudences so frequent in College life, and an seldom attended with any permanent or disastrous effect. He was absent at the meeting of the council, and it was discovered that he had not



been in his apartment the whole night. He had gone on a pleasure party the day before, and was accidentally detained beyond the moment when his appearance would have passed unquestioned. Expulsion stared him in the face on one hand; and on the other, the dreadful fate of being thrown back from the object of his ambition for a space of time equal to that which he had already spent in efforts to obtain it. Between this Scylla and Charybdis he was lost. He left College, abandoned all his plans and pursuits in life, and came to London, a friendless and almost aimless adventurer.

It is probable that, in the whole of this proceeding, he acted contrary to the advice of his relations, and that, in consequence, they left the young man to his fate; but, on so painful and delicate a subject, it is only fair to say, that this is little more than a surmise. Shortly after his arrival in London, he was so fortunate as to obtain the situation of assistant in a respectable school, where he continued for two years, and up to last Christmas. During this interval of two years he published a poem, which displayed at least the evidences of an elegant mind, and contributed to some of the periodicals. But it was to the impression made upon his imagination by the glorious struggles of the Poles, that he owed any literary distinction, attained by his name. He produced a "History of Poland," which met with almost universal approbation; and few persons, on reading its manly and impressive pages, could have supposed that the author was a shy and retiring youth of one-and-twenty.

At this time the bookselling trade appeared to be on the brink of ruin. A panic, whether connected with real or imaginary danger, had been spread abroad in the literary world and its dependent professions. Booksellers were afraid, therefore, to buy the materials of which it is manufactured. In the department of imaginative writing, more especially, a depression prevailed which threatened to recall the days when garrets and hunger were the portion of the Muses' sons. One extensive house, celebrated both for its good and bad novels, declared that it had utterly ceased to purchase manuscripts on speculation, and either terrified or cramped in means by its losses, refused to entertain any offer proposed with other views than prospective and eventual remuneration. If any payments were made at all, they were in bills, which the holder, if unprovided with moneyed friends, could no more get discounted than he could live upon the paper.

At this period, Mr. Fletcher, with characteristic imprudence, gave up his situation, and attached himself to the precarious and now desperate trade of authorship. This was only last Christmas—and we hurry to the result.

He was employed to write a work on India for the "Entertaining Knowledge,"—a portion of which is completed; and he also contributed, we believe, to several of the Magazines. He became involved in difficulties, notwithstanding; but to so trifling an amount, that it is said his last days were embittered chiefly by the dread of an approaching demand upon him for twenty-five pounds, the amount of a bill accepted by his publisher, which he feared would remain unpaid, and consequently fall back upon him; but the gentleman in question asserts that the bill had been given as a friendly accommodation to Mr. Fletcher.

Another enemy, still more fatal, was the disorder which appears to be "the badge of all our tribe"—indigestion. The sedentary habits of authors are generally supposed to be the predisposing cause of the disease; but this we deny. Exercise, without amusement, is nothing. The state of the mind, more than that of the body, we hold to be the predisposing cause. The disease again re-acts upon the mind; and this action and re-action, if long continued, produces a nervous excitement, which sometimes ends in madness.

Mr. Fletcher, like many others who are afraid of the excitement of wine, or unable to afford the means of indulgence in it, had recourse to opium in his fits of despondence. This drug is as bad, although not quite so speedy, as arsenic to a literary man; for it exasperates the disease which is preying like a vulture upon his life. The hero of this sad tale sunk at last into melancholy and despair. One whole day, till late in the afternoon, he lay in bed without being able to muster energy enough to rise. He at length took his place mechanically, as it were, at the dinner-table. He did not eat; he shrank from conversation; but when the time of parting came, he bade farewell, with a strong pressure of the hand.

The next morning the unhappy young man was found dead on the floor. He was surrounded with

blood, and a pistol lay near the sacrilegious hand of the suicide.—[London paper.]

The New Monthly Magazine contains a journal of conversations with Lord Byron by the Countess Blesington. The narrative is pleasantly written, but its great merit is its evident accuracy: there is no exaggeration or dressing up. Byron seems to have been a poor vain creature, who could talk of nothing but himself, and always influenced by that meanest of all weaknesses, false shame—the shame of appearing rational or amiable. He tells, however, some amusing anecdotes of his acquaintance: among others, the following account of Madame De Staël shows that he had a keen insight into the character of others.—Poor Madame De Staël, I shall never forget seeing her one day at table with a large party, when the busk (I believe you ladies call it) of her corset forced its way through the top of the corset, and would not descend, though pushed by all the force of both hands of the wearer, who became crimson from the operation. After fruitless efforts, she turned in despair to the valet de chambre behind her chair, and requested him to draw it out, which could only be done by his passing his hand from behind over her shoulder, and across her chest, when, with a desperate effort, he unseathed the busk. Had you seen the faces of some of the English ladies of the party, you would have been like me, almost convulsed; while Madame remained perfectly unconscious that she had committed any selection on la déesse Anglaise."

**RAPID MARCH OF IMPROVEMENT.**—From the "Report of a Select Committee of the House of Commons bearing date in October, 1831, on the subject of Steam Carriages on Common Roads," published by order of Congress at their last session, much valuable information is to be obtained. We were struck with the answer of one of the witnesses to a question propounded to him by the Committee.—"Rail-roads," said he, "excepting in very peculiar situations, are behind the age."!!

#### RAILROAD IRON.

The Subscribers having executed large orders for Iron for the Canal Commissioners of Pennsylvania, as well as for several incorporated companies, have made such arrangements in England, where one of them will shortly be, as will enable them to import it on the lowest terms. Models and samples of all the different kinds of Rails, Chairs, Pins and Wedges in use, both in this country and Great Britain, will be exhibited. Apply to  
A. & G. RALSTON.  
Philadelphia, May 24, 1832. J23m\*

**TOWNSEND & DUFFEE, Rope Manufacturers,** having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Rope, the public are referred to J. B. Jarvis, Eng. M. & H. B. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County Pennsylvania.  
Palmyra, Wayne County, New-York,  
1st mo. 2d, 1832. J30 U

#### A RAILROAD IN PRACTICAL OPERATION,

within ten miles of the City of New-York.  
THE PATERSON AND HUDSON RIVER RAILROAD is formed from the town of Paterson to the village of Acquackanonk, a distance of 4½ miles, and is now in actual and successful operation between those places.—The Company have placed upon the road three splendid and commodious Cars, each of which will accommodate thirty Passengers, and have supplied themselves with fleet and gentle horses, and careful drivers. With a view to suit the convenience of those persons who may wish to avail themselves of this rapid and delightful mode of traveling, the following hours have been fixed for leaving those places.

PATERSON.		ACQUACKANONK.	
At half past 7 o'clock, A.M.	At half past 10 o'clock, A.M.	At half past 10 o'clock, A.M.	At half past 10 o'clock, A.M.
10 do P.M.	before 1 do P.M.	half past 3 do do	half past 3 do do
4 do do	half past 5 do do	5 do do	5 do do
half past 4 do do	half past 6 do do	half past 6 do do	half past 6 do do
ON SUNDAYS.		ON SUNDAYS.	
At 6 o'clock, A.M.	At 7 o'clock, A.M.	At 6 o'clock, A.M.	At 7 o'clock, A.M.
half past 7 do do	half past 8 do do	half past 8 do do	half past 8 do do
9 do do	half past 9 do do	half past 9 do do	half past 9 do do
half past 12 do P.M.	half past 1 do P.M.	half past 1 do P.M.	half past 1 do P.M.
5 do do	half past 6 do do	half past 6 do do	half past 6 do do
half past 6 do do	half past 7 do do	half past 7 do do	half past 7 do do

Parties of twenty or more persons can be accommodated at either of the above hours with a private Car.

FARE reduced to 16¢.—Children under 12 years of age, half price.—Paterson, June 20th, 1832.

ELIAS B. D. OGDEN, Secretary.  
NB.—Persons leaving Hoboken by the 8 o'clock Stage, for Acquackanonk, will have ample time to view the Falls of the Passaic, and other objects of interest in the flourishing town of Paterson, and return to New-York the same day.  
July 18 Jy:18

The public are informed that, until further notice, the 12 o'clock and 4 before 6 o'clock P.M. turns from Paterson, and the 8 o'clock A.M. and 7 o'clock P.M. turns from Acquackanonk, are for the present withdrawn.

By order, E. B. D. OGDEN, Secy.  
Paterson, July 20, 1832. J7-40

#### BANK NOTE TABLE.

MAINE.		NEW-HAMPSHIRE.	
U. S. Branch par at	Cumberland... do	U. S. Branch par at	Rockingham... do
Thomaston... do	Cash... do	Cheshire... do	Farmington... do
Vassalborough... do	Merchants... do	Concord... do	Fitchburg... do
Canal... do	Union... do	Exeter... do	Dover... do
Portland... do	Waterbury... do	New-Hampshire... do	Winthrop... do
Bangor... do	Saco... do	N. H.—Stratford... do	
South Berwick... do	Lincoln... do		
VERMONT.		MASSACHUSETTS.	
Brattleborough... do	St. Albans... do	U. S. Branch par at	Plymouth... do
Montpelier... do	Windsor... do	Boston city B's... do	Pawtucket... do
Rutland... do	Vergennes... do	Agricultural... do	Salem... do
Bank of Canada... do	Bennington... do	Beverly... do	Springfield... do
RHODE-ISLAND.		Bedford Com'l... do	Taunton... do
U. S. Branch par at	Village Bank... do	Commercial... do	Worcester... do
Providence... do	Smithfield Lime... do	Dedham... do	Blackstone... do
Union... do	Rock... do	Gloucester... do	Fall River... do
Exchange... do	Newport Bank... do	Hampshire... do	Exchange... do
Mechanics... do	Roger Williams... do	Franklin... do	Danvers... do
Globe... do	Scituate... do	Sunderland... do	Andover... do
Manufacturers... do	Kent... do	Hampden... do	Lowell... do
R. Island Union... do	Eagle, Bristol... do	Mechanics... do	Brighton... do
Rhode Island... do	Do. Providence... do	Marblehead... do	Central... do
Merchants' Provi... do	Mount Vernon... do	Newburyport... do	Greenfield... do
dence... do	Cranston... do	Phenix... do	Essex... do
Do. Newport... do	Bank of Bristol... do	Pacific... do	Farmers... do
N.E. Commercial... do	Commercial... do	Mann & Mech... do	
Washington... do	Freemans... do		
Burrillville Agric... do	Franklin... do		
and Manuf... do	Landholders... do		
Smithfield Exch... do	Narragansett... do		
CONNECTICUT.		NEW-YORK.	
U. S. Branch par at	Hartford... do	U. S. Branch... par at	Bank of Albany... do
Norwich... do	Phenix... do	City Banks... do	State Bank... do
Bridgeport... do	Middletown... do	Long Island Bk... do	Commercial, \$50... do
Fairfield County... do	Mechanics... do	Dutchess Co... do	Bank of Troy... do
do Branch... do	New-London... do	Lansingburg... do	Farmers, \$50... do
East Hudson... do	City Bk. N. Hav... do	Poughkeepsie... do	Mohawk... do
NEW-JERSEY.		Catskill... do	Utica... do
Trent B. Co. & par	Morris Canal... do	Newburgh... do	Do. Branch... do
State B. Newark... do	Newark B. Co... do	Do. Branch... do	Do. Branch... do
Do. Morristown... do	Orange B. Co... do	Mech. & Farmers... do	Do. Branch... do
Do. Elizabeth... do	Washington... do		
Do. Camden... do	People's... do		
Do. N. Brunswick... do	Sussex... do		
Farm. & Mech... do	Farmers... do		
at Rahway... do	Bk. N. Brunswick... do		
PENNSYLVANIA.		DELAWARE.	
U. S. Bank... par at	Montgomery Co... do	U. S. Branch... do	Bank Maryland... do
Philadel. Banks... do	Columbia Bk. Co... do	Baltimore Bks... do	Frederick Co... do
Harrisburg... do	Chester county... do	Farmers... do	Westminster... do
Northampton... do	Lancaster... do	Do. Branches... do	Farmers & Mech... do
Farmers, Reading... do	Germantown... do		
Do. Lancaster... do	Delaware county... do		
Do. Bucks co... do	Penn. Township... do		
Easton... do	York... do		
DISTRICT COLUMBIA.		MARYLAND.	
Farmers... do	Wilmington... do	U. S. Branch... do	Bank Maryland... do
Do. Branches... do	Delaware... do	Frederick Bks... do	Frederick Co... do
		Farmers... do	Westminster... do
		Do. Branches... do	Farmers & Mech... do
VIRGINIA.		NORTH CAROLINA.	
Patriotic... do	Alexandria... do	U. S. Branch... do	Farmers... do
Metropolis... do	Potomac... do	Vally, & Branch... do	Do. Branches... do
Washington... do	Union... do	State, & Branches... do	Newbern & Branch... do
SOUTH CAROLINA.		LOUISIANA.	
U. S. Branch... do	Union... do	U. S. Branch... do	Marion... do
Plant & Mech... do	South Carolina... do	Chillicothe... do	Lancaster... do
GEORGIA.		Western Reserve... do	Mount Pleasant... do
U. S. Branch... do	Augusta... do	Franklin... do	Farmers... do
State B. & Br... do	State B. & Br... do		
Marsh & Planters... do	Marsh & Planters... do		
OHIO.			
U. S. Branch... do	Marion... do		
Chillicothe... do	Lancaster... do		
Western Reserve... do	Mount Pleasant... do		
Franklin... do	Farmers... do		
LOUISIANA.			
U. S. Branch... do	State 4—Orleans 4		
	Louisiana... do		

\* The Bank of Macon has failed. The other Banks in Macon are good at the rate quoted above.



